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## American Railroad Journal.

New York, Saturday, June 24, 1876.

### Canton Company.

At the annual meeting of the stockholders of this company, held in Baltimore on the 15th inst., the report of the president and directors for the year ending May 31, 1876, was presented. The report states that, notwithstanding the unprecedented commercial depression, the prosperity of the Canton Company has been maintained, and the operations of the Union Railroad largely increased during the past year; that there has been no decline in the value of the landed estate of the company, but that by reason of the extensive railroad and other improvements its value has been largely enhanced. The few sales made during the past year are attributed to the dullness of trade and the lack of disposition to enter upon new enterprises. Some advantageous sales are, however, said to have been made, and others under consideration which, if negotiated, will add largely to the revenue of the company. The total amount of sales and leases for the year, estimated at a valuation of six per cent, is put at \$45,338

83, of which \$27,866 66 were ground rents bought by the trustees of the sinking fund of the Union Railroad Company, and with other funds on hand applied to the liquidation of \$41,000 of the bonded debt.

The total income of the Canton Company from rents, etc., was \$80,133 58, an increase over the previous year of \$4,955 43. The ordinary expenses for the same period were \$51,828 37; a reduction over the previous year of \$13,002 98. The ordinary expenses of the present year are estimated at about \$36,000. The ordinary receipts for the past seven years are shown to have amounted in the aggregate to \$527,119 84, and the ordinary expenses to \$490,747 52. The total receipts and expenses, ordinary and extraordinary, for the same period, are given in detail, and exhibit receipts from all sources of \$2,166,919 92, and expenses \$2,144,899 55; leaving a balance in bank on the 31st of May last of \$22,020 37. The sinking funds of the Union and Canton Companies were increased by rents, etc., during the last fiscal year \$127,543 12. These funds have now to their credit \$521,189 51; besides which the mortgage debt has been reduced \$48,000. The actual amount of the bonded debt of the two companies, at the present time, exclusive of the sum invested in the sinking fund, is \$2,386,810 49. As security for this debt the Canton Company has some eighteen thousand building lots in the city and the county adjoining, and nine hundred acres of farm and wood land, with over three miles of wharf, dock and water front on the deep water of the harbor. Besides these the Canton Company owns the Union Railroad, ground rents, warehouses, dwellings, etc., estimated at \$3,356,892 50.

The appended report of the Union Railroad shows that 19,568 freight cars passed over the road during the fiscal year, as against 11,303 for the same period in 1875. The gross revenue was \$62,540 90, the working expenses \$32,126, leaving a net revenue for the year of \$30,414 50, as against \$8,354 52 in 1875. The total revenue from the elevator was \$11,445 41. The previous year it was \$10,738 83, being a gain for the past year of \$707 38.

The report next refers to the improvements

making in Canton by the Northern Central Railroad Company, and the promise of an increase of traffic from the Western Maryland Railroad, and asks whether, with the terminal and railroad facilities now furnished or in progress, an amount of revenue may not reasonably be expected from the Union Railroad within the next two years adequate not only to meet all its own expenses and the interest on its bonds, but also to make a return to the Canton Company sufficient to pay every liability? Finally, assurance is given that ample provision has already been made to liquidate all liabilities of either the Union Railroad or the company that may accrue within said time.

### Philadelphia, Newtown and New York Railroad.

On the 15th inst., the Philadelphia, Newtown and New York Railroad was opened for travel as far as Fox Chase, in Philadelphia County, a distance of eleven miles. On that day a special train of two cars made a trial trip, leaving the Pennsylvania Railroad Depot, Thirty-second and Market streets, at 3 o'clock P. M., conveying officers of the company and invited guests, the entire party numbering about one hundred persons. After passing over the Pennsylvania Railroad as far as Erie Avenue Station, the train branched off upon the new road and continued on its way to Fox Chase, six miles beyond. The train returned at 4.30 P. M. The Philadelphia, Newtown and New York Railroad was first projected nearly twenty years ago, its construction being retarded by various obstacles until quite recently. Although the track extends no further than Fox Chase, yet considerable progress has been made between that point and Newtown in the way of grading and in building of bridges. The Directors expect to complete the road over the intervening ten and a half miles very soon. Their charter permits them to form a connection with any of the railroads of New Jersey or Delaware. For the present the depot and the rolling stock of the Pennsylvania Railroad Company will be used.

Lyman T. Tonly and others filed a certificate of incorporation with the Secretary of State of Ohio on the 16th inst., of the Patneville and Southern railroad company, from Patneville township, Lake county, to Phelan station, Trum-

bull county, through the counties of Lake, Geauga, Portage and Trumbull. Capital stock, \$400,000.

#### Cincinnati, Hamilton and Dayton Railroad.

The earnings of this road for the year ending March 31, 1876, were as follows:

From passengers.....	\$812,924 87
" freight.....	509,696 14
" mails and express.....	21,028 89
" rents from other companies..	233,816 77
" mileage of cars.....	31,194 98
" interest.....	29,071 60
" miscellaneous.....	1,984 90
	\$1,147,753 24

#### Expenses, viz:

Transportation.....	\$677,577 60
Taxes.....	53,043 61
Interest on bonds.....	162,430 00
	893,051 21

Net earnings..... \$254,702 08

To which add net earnings of—

Dayton and Michigan Railroad....	53,857 86
Cincinnati, Richmond and Chicago Railroad.....	8,229 79
	\$316,289 68

Less loss in operating Cincinnati, Hamilton and Indianapolis R. R.. 176,744 28

Total net earnings..... \$137,545 45

To which add—

Sale of 700 Cincinnati, Hamilton and Dayton Consolidated Sinking Fund bonds.....	612,500 00
Two locomotives sold Dayton and Michigan Railroad.....	6,000 00
Reduction of fuel and material for repairs.....	21,624 31
	\$777,669 76

Which is accounted for as follows:

New locomotive for Cincinnati, Hamilton and Dayton Railroad.....	\$9,880 00
New water station at Hamilton.....	6,717 18
Internal revenue taxes.....	5,618 13
Judgments and costs against Dayton and Michigan Railroad.....	8,521 76
Amount paid Trustee of Bonds, and expense of printing.....	7,432 00
Exchange of real estate at Brighton..	1,275 11
Bills receivable increased.....	11,525 81
Real estate at Toledo.....	3,305 61
Current liabilities reduced.....	1,046 54
Cincinnati, Richmond and Ft. Wayne interest guaranty.....	33,041 80
Advances to Cincinnati, Hamilton and Indianapolis Railroad for construction, equipment and renewal.....	86,106 14
Advances to Dayton and Michigan Railroad on account sinking fund, construction and equipment.....	48,160 00
Bills payable reduced.....	560,839 68
	\$777,669 76

The gross earnings of all the lines owned or controlled by the company for the fiscal year ending March 31, 1876, were \$2,875,779 38, the expenses including interest and taxes \$2,738,233 93, and the net earnings \$137,545 45. The Report says:

This is equal to a little less than four per cent. on the capital stock of your company, and a decrease from last year of \$59,647 30, viz: decrease on the C., H. & D. R. R., \$47,700 91; on the C., H. & I. R. R., \$21,529 29; C., R. & C. R. R., \$17,898 21; and an increase on the D. & M. R. R. of \$26,976 11.

The aggregate Passenger receipts show an increase of \$86,321 09, or 4.17 per cent., of which \$20,847 23 was local, and \$15,973 86, through

business. The train mileage, 13.7 per cent. increase; the number of passengers carried increased 9.8 per cent; the receipts per mile of trains, were 85 cents; amount received per passenger, per mile carried, 2.568 cents. Of this increased business, \$22,708 70 was on the Cincinnati, Hamilton and Dayton, \$14,630 88 on the Cincinnati, Hamilton and Indianapolis, \$1,571 94 on the Cincinnati, Richmond and Chicago, and a decrease on the Dayton and Michigan of \$2,589 93.

The aggregate freight receipts show a falling off of \$200 06, or a decrease of \$52,144 10 on local business, and an increase of \$51,944 05 on through business, with an increase of 8 per cent. in tonnage, and 11 per cent. in train mileage. Of the local decrease, \$37,391 93 was on the Cincinnati, Hamilton and Dayton Railroad, of which sum \$33,896 was for transportation of gravel for Mill Creek fills; \$3,709 01 was on the Dayton and Michigan Railroad; \$8,127 64 on the Cincinnati, Richmond and Chicago Railroad, and \$2,915 52 on the Cincinnati, Hamilton and Indianapolis Railroad.

The increase on through freight was \$15,107 63 on the Cincinnati, Hamilton and Dayton; \$31,191 78 on the Dayton and Michigan; \$14,980 67 on the Cincinnati, Hamilton and Indianapolis, and a decrease of \$9,335 98 on the Cincinnati, Richmond and Chicago.

The aggregate receipts per mile of trains were \$1,469 cents; average receipts per ton, \$1,058, and amount per ton per mile, 1.691 cents; had we received the same rate per ton per mile as last year, our freight receipts would have shown an increase of \$31,326 62.

It will be seen that while the passenger receipts of the Cincinnati, Richmond and Chicago Road increased two per cent., the freight decreased eleven per cent., which is about equally divided between through and local business. An investigation into the cause shows it to be attributable to failure of the crops in that section, and a consequent falling off in transportation of farm products, and is entirely on south bound business.

Our receipts from the Cincinnati, Richmond and Fort Wayne Railroad on south bound freight were \$9,797 84 less than the year before, and our advances to that company for interest guaranty instead of diminishing, as we had expressed the hope in our last report, have increased. The amount advanced to date being \$81,559 51, including interest. It is proper to state that while the amount of advances has gradually increased, it has not, so far, been a tax upon the earnings of your road, as the amount of revenue derived exclusively from that road the past four years has been \$231,562 08.

On the 26th of May last, the contract with the Erie Railway Company, for use of our broad gauge track, which went into effect May 1st, 1869, for a period of ten years, and on the 20th day of May, 1871, made perpetual, or until terminated by mutual consent, was put an end to by the Receiver of that Company refusing to carry out its provisions from the date that the road passed into his control as Receiver, on the grounds that the terms were onerous, leaving us no alternative but to accept such terms as we could get, or abandon the use of the track, which had been laid by our company at a large cost, to accommodate this business.

Under this contract we received \$15,000 per month for the exclusive use of the broad gauge track, together with equal privileges in the use of depots and all other buildings, including also the revenue on all business from and to all stations on our line between Cincinnati and Dayton, to and from all stations on the Atlantic and Great Western and Erie Railways, and their branches, which sum, as above, has always been credited to income account, as rents, and as compensation for moving their trains and handling their business, including the cost of motive power and other necessary expenses connected therewith, but not including anything for maintenance of track, bridges, or buildings, all of which has been borne by this company, we received an average of about \$12,000 per month, based on the per centage of wheel-

age of broad and narrow gauge cars, which sum was credited to expense account.

This manner of keeping the account, it will be apparent, was wrong; although it produced the same result as to net earnings, it did not show the actual cost of operating the whole business of the road.

Pending the negotiation of the present contract, which went into effect on the first day of March last, we received \$900 per day, exclusive of Sunday, which sum covered all rents and expenses of doing the business; and from the 26th of May, the amount so received was credited to income account as rents; this will explain why our receipts as well as operating expenses show an apparent increase, in comparison with last year, while there was an actual decrease in revenue of \$95,107 65, of which \$72,783 12 was from that source, and a decrease in operating expenses of \$51,273 54, with an increase of interest on bonds of \$3,866 80; at the same time there was an increase of 8 8 per cent. in our narrow gauge freight mileage, and 16.2 per cent. in the broad gauge freight mileage, and had we received what we were entitled to under the old contract, our net earnings, instead of showing a decrease, would have shown a handsome increase.

The present contract gives us a pro rata portion of 80 miles in the distance from and to all stations between Cincinnati and Dayton, to and from all stations east of Salamanca, which by consent of the parties take New York rates and divisions, and the same distance is allowed us in the division of rates from and to all our stations, to and from interior points in Pennsylvania, or other common points in the East. This is designated as through business, and for all other business we get substantially our local rates; the Erie, and Atlantic and Great Western Railroad furnishing all the cars, for which we pay no mileage.

Before this contract was finally agreed upon, it had become apparent that the time was near at hand, when the broad gauge track could not be maintained without a loss to this company and arrangements were commenced, several months ago, looking toward its final abandonment, and transferring the business of the broad gauge road to our narrow gauge track, by means of the "steam hoist," which has been erected by the Atlantic and Great Western Company, at Dayton, changing the car bodies from broad to narrow gauge trucks. One month's operations under this contract convinced us that no time should be lost in giving the requisite notice of ninety days, as provided, which was done on the 11th of April. Our total receipts from this business, for the year ending March 31, 1876, were \$325,922 17, as against \$253,139 05, the past year, and as the broad gauge wheelage the past year was greater, the whole difference, \$72,783 12, must be treated as a loss to us of so much net earnings. It is believed that with the abandonment of the broad gauge track, and using the iron, of which there will be about 8,000 tons, to extend our second track to Hamilton, and furnishing the balance of our road with steel rails, it can be worked with much more economy, and that what is now a loss of net earnings, will in the end be recovered; but it will not restore to us the amount of our investment, except so far as the present value of the rails to the company.

The expenditures upon the locomotives and cars of the road and its branches have been more than ordinary, showing an aggregate increase over the previous year of \$52,384 08. It has been the policy of your managers to put them in first class condition as far and as fast as practicable. Nineteen locomotives have been altered from wood to coal burners, which has resulted in a handsome saving of fuel, and we anticipate much more favorable results for the future. It is the intention to continue this change throughout as there can no longer be any question as to the economy of working the road in this respect.

One hundred and fifty seven freight cars or about ten per cent of all, have been rebuilt; twenty of which, entirely new, have been charged to repairs of C., R. & C. R. R.; thirty one pas-



senger and three baggage cars have had general repairs, painted and varnished, and one baggage car built for the D. & M. R. R.; all of this work has been charged as operating expenses of the year.

It will be seen by the Superintendent's statement of equipment, that the Cincinnati, Richmond and Chicago Railroad has no passenger cars; it had three when we took the road. The Dayton and Michigan Railroad had eight and now has fourteen, an increase of six, while the business has increased in a greater ratio. The Cincinnati, Hamilton and Indianapolis Railroad which had nine has now but eight fit for service, and one reclining chair, or sleeping car, with an increasing passenger business, making but twenty three passenger cars for two hundred and eighty five miles of road, and as a consequence the Cincinnati, Hamilton and Dayton Railroad Company has to supply this want from its own equipment of thirty four cars, besides paying mileage to other roads. It is important to the prosperity of your road that the passenger cars should be increased in number, as well as in more modern style, to meet the demands of the traveling public.

A much needed improvement has been made at Brighton Station by which our facilities for handling bulk business in that locality have been considerably increased; the cost of which, with the exception of \$1,275 11 paid in exchange of real estate has been charged to operating expenses.

There has been expended at Hamilton for a new water station \$6,617 18, and it will require a further expenditure of \$1,200 to complete the work; this will save us annually upwards of \$2,400, besides being a great protection in case of fire, as well as a saving of time in movement of trains; the cost of this work has been charged to surplus earnings.

Sixty-two miles of main track have been renewed during the year on the several roads, eleven miles of which is steel, on the Cincinnati, Hamilton and Dayton Road; also four miles of side track have been added, nearly one mile of which was laid double gauge, and 133,425 cross ties have been laid in the several tracks.

A considerable expenditure will be required the present year to put the road bed near Brighton Station in proper condition in consequence of the unusual and extraordinary rains and floods prevailing the past winter, by which we have for several months been deprived of the full use of our double track at a point where most needed. A further large expenditure will be necessary to protect the Miami River Bridge at Hamilton, the south abutment of which has several times been in danger of washing out. The passenger depot at Glendale which was burned a year ago last September, will also be re-built.

With the view of providing for the bonded debt of the company, \$500,000 of which matures June 1, 1877; \$1,250,000 May 1, 1880, and \$500,000 July 20, 1885, and at the same time relieve it from the embarrassments of a floating debt, a consolidated mortgage of \$3,000,000, or £600,000 sterling was executed and delivered, bearing date December 1, 1875, to the United States Trust Company, of New York, payable in 30 years from October 1, 1875, with interest at the rate of seven per cent per annum, payable semi-annually on the first days of April and October, in the City of New York; or at the rate of six per cent sterling, payable in London. The mortgage providing that a portion of each, can be issued, if desirable. A sinking fund has also been created, of one per cent per annum on the amount of these bonds at any time outstanding and payable semi-annually on the first days of January and July of each year, which sum is to be invested in any of the bonds secured by this mortgage, or any bonds of the company which it is intended to provide for. The bonds so purchased are to be cancelled by the Trustee, and returned to the company.

One million of these bonds payable in New York have been negotiated to net the company 87½ cents on the dollar; \$700,000 of which have been delivered and the proceeds applied toward the payment of the floating debt as it matured, leaving a balance as shown on the balance sheet

of \$75,076 14, a portion of which has since been paid. The remaining \$800,000 are deliverable on the 1st of June next, payable in cash, or in Third Mortgage Bonds of the Company at par and interest; the proceeds thereof, with the remaining two millions are to be held by the Trustee for the redemption of the outstanding bonds and can be used for no other purpose.

The discount on the bonds sold, with expenses for printing and amount paid the Trustee, has been charged to Surplus Earnings Account.

The condition of your property has been greatly improved. All expenditures for renewals, construction, equipment and real estate, as well as items charged to surplus earnings, have been made from the net earnings of the year. We are relieved of a troublesome floating debt, and our relations with all connecting roads are harmonious, so that the road is in condition to ensure to the stockholders in the shape of dividends, whatever increase of net earnings may be realized from the revival of business, the improvement of rates, and saving of expenses.

The income from operations of the Dayton and Michigan Railroad during the year was \$1,079,384 91; and the operating expenses were \$649,916 23, taxes \$49,877 94, interest on bonds \$188,405 14, dividend on preferred stock \$102,728, and dividend on common stock \$35,099 74—making a total of \$1,026,027 05, and leaving for net earnings the sum of \$53,357 86.

The income from operations of the Cincinnati, Richmond and Chicago Railroad was \$221,116 56; and the operating expenses \$164,605 29, taxes \$4,431 32, interest on bonds \$48,120, and general interest \$780 16—total \$212,886 77, leaving the sum of \$8,229 79 to credit of Cincinnati, Richmond and Chicago Railroad.

The income from operations of the Cincinnati, Hamilton and Indianapolis Railroad was: from passengers, \$148,368 17; freight, \$265,696 98; mails and express, \$10,830 87; rents from real estate, \$2,828 65—a total of \$427,524 67; and the operating expenses were \$418,344 88, taxes \$9,133 65, interest on bonds \$129,220, and general interest \$54,070 87—a total of \$606,268 90, showing a deficit of \$178,744 23, to which add expenditures for renewals of track, equipment, construction, deferred payments on real estate, etc., during the year, \$86,106 14—making a total of \$264,850 37; which added to amount expended up to the close of the previous year, \$1,138,720, gives a total expenditure on account of purchase, etc., of Cincinnati, Hamilton and Indianapolis Railroad, of \$1,403,570 37.

The gross income from operations of all the roads was \$2,875,779 88, viz: from passengers, \$870,746 98; freight, \$1,587,890 84; mails and express, \$84,070 50; rents from other companies, \$238,316 77, rents from real estate, \$16,500 87, mileage of cars, \$31,194 98, interest, \$29,071 60, Toledo elevator, \$19,114 91, miscellaneous \$3,872 43; and the operating expenses were \$1,905,948 50, taxes \$116,486 52, interest on bonds \$523,175 14, dividends D. & M. R. R., as above, \$187,827 74, and general interest \$54,801 03—total, \$2,738,233 93—leaving a balance of \$137,545 45.

The net earnings of the Cincinnati, Hamilton and Dayton Railroad for the year were \$254,702 03; from which deduct: for locomotive \$9,380, for internal revenue taxes assessed \$5,618 13, for judgment and costs against D. & M. R. R., \$3,521 76; for new water station, \$6,617 18; for trustee of bonds and engraving, \$7,432—a total of \$32,559 07, leaving a balance of \$222,132 96; which

added to amount received from D. & M. R. R., as above, \$53,357 86, makes the amount to credit surplus earnings C. H. & D. R. R., for the year \$275,490 82, and the total amount of surplus earnings at the close of the year \$1,432,323 62.

The following is a statement of engines and cars owned by Cincinnati, Hamilton and Dayton and leased lines, April 1st, 1876:

C.H.&D. D.&M. C.R.&C. C.H.&I. Tot.					
Engines.....	23	27	5	20	85
Passenger cars.....	34	14	.....	8	56
Mail cars.....	2	1	.....	.....	3
Baggage cars.....	13	8	8	4	23
Box cars.....	230	387	87	279	933
Stock cars.....	30	90	24	51	195
Coal cars.....	66	119	8	18	211
Flat cars.....	91	110	51	92	344
Caboose cars.....	10	11	1	8	30
Hand cars.....	20	25	7	22	74
Truck cars.....	24	26	6	19	75

Also one Reclining Chair car bought of the Ohio Falls Car Company for Cincinnati, Hamilton and Indianapolis. Six Construction Train cars and one hundred Saginaw and Cincinnati Lumber Transportation Company cars, (fifty box and fifty flat.)

#### CONDENSED BALANCE SHEET, March 31,

	1875.	1876.
Construction .....	\$3,977,410 05	\$3,977,410 05
Equipment .....	1,127,250 96	1,127,250 96
Real estate .....	367,518 29	368,798 40
Wood and materials .....	210,194 89	188,570 58
Wood lands .....	6,950 00	6,950 00
Bills receivable .....	8,673 20	20,199 01
Stocks and bonds .....	316,996 18	316,996 18
C. R. & Ft. W. R. R. ....	54,517 77	87,559 57
Other Railroad Co's. ....	154,617 92	47,598 82
Individuals .....	7,629 09	38,801 06
Post Office Dep't. ....	10,450 65	10,176 21
Cash and cash assets .....	93,377 93	139,816 96
D. & M. R. R. lessors .....	478,980 25	522,090 25
C. R. & C. R. R. lessors .....	16,498 19	8,288 40
C. H. & I. R. R. ....	1,188,720 00	1,403,570 37
D. McLaren, trustee .....	83,618 96	86,924 57
	\$8,048,354 33	\$8,344,475 89
Capital stock .....	\$3,500,000 00	\$3,500,000 00
First mortgage .....	1,250,000 00	1,250,000 00
Second mortgage .....	500,000 00	500,000 00
Third mortgage .....	500,000 00	500,000 00
Consol. S. F. bonds .....	.....	700,000 00
Surplus earnings .....	1,244,387 80	1,432,323 62
Interest on bonds .....	19,512 53	31,944 28
Dividends unpaid .....	445 00	401 00
Due Railroad Co's. ....	36,250 51	61,652 83
Due individuals .....	167,523 33	152,815 60
Pay rolls .....	149,808 16	95,098 84
Dividend on D. & M. preferred stock .....	25,610 00	25,898 00
Dividend on D. & M. common stock .....	19,151 18	19,260 58
Bills payable .....	635,715 82	75,076 14
	\$8,048,354 33	\$8,344,475 89

President.—FREDERICK H. SHORT.

Vice President.—GEO. T. STEDMAN.

Directors.—F. H. Short, Rufus King, L. B. Harrison, Oliver Perin, Samuel Foadick, Geo. T. Stedman, Henry D. Huntington, Henry Lewis, Joseph H. Rogers.

Secretary and Treasurer.—C. B. MARSH.

General Superintendent.—LEWIS WILLIAMS.

A company has been organized in New Jersey, of which James P. Michellon is President, F. P. Pfeiffer Treasurer, and Frank P. Michellon Secretary, to build a narrow gauge railroad from Mount Ephraim, the present terminus of the Camden, Gloucester and Mount Ephraim road, to Haddonfield.



**American Society of Civil Engineers.**

The Eighth Annual Convention of the American Society of Civil Engineers commenced its sessions in Judges' Hall, Centennial Grounds, Philadelphia, on Tuesday, June 13th, Mr. George S. Greene, President, in the chair.

Mr. Theodore G. Ellis, of Hartford, Vice President, read a paper giving a history of engineering in this country. Washington was the first civil engineer of which the speaker had found any record. He gave some attention to canals, and was afterwards on a commission for improving the navigation of the Potomac. The year 1787 was a date of great interest to the profession. In that year, John Fitch, a Philadelphian, built the first steamboat, and there is every reason to believe that when he built it he was ignorant of Watt's improvements. He built the first propeller ever constructed in 1796; in 1798 he built the first steamboat for carrying passengers, and in 1799 ran it on the Delaware, between Philadelphia and Burlington. In 1801 Oliver Evans, of Philadelphia, constructed the first machine for building docks—a heavy, flat-bottom boat, with a chain and buckets to clear out the mud. It had wheels for land and a stern wheel to propel it in the water. It seems to have been the archetype of stern-wheel boats. At this time stage coaches had not come into use. In 1807 Robert Fulton built his steamboat, and in 1811 he and Mr. Stephenson built a stern-wheel boat at Pittsburg, with which a voyage was made to New Orleans in fourteen days. This was the first steamboat on Western waters.

The introduction of stage coaches produced a demand for bridges across the larger streams, and here was a fine field for engineering talent. Among these early structures was the magnificent 340 feet span over the Schuylkill, built in 1812 and burned in 1838. Travel between New York and Philadelphia a century ago can be estimated from the advertisements in the daily prints of that day, naming the time at which a stage coach would leave for New York twice a week. On the celebration of the semi-centennial anniversary it was recorded as a matter of great wonderment that as many as three hundred New Yorkers were in Philadelphia. In 1823 the Champlain Canal was finished and several others were in progress. About this time the evidences of progress in civil engineering began to multiply, railroads were first talked of, and there were few to prophesy what should result from their introduction. In fact, it was authoritatively stated that the claim that locomotives would some day travel twelve miles an hour was bringing ridicule and harm to the whole project.

The first locomotive run in this country was built in England and was called the Lion. The first built in this country was constructed on West street, New York, in 1829. It was a four-wheeler, with upright boiler, and was built for the South Carolina road. Baldwin commenced to build engines in 1833. The first iron railroad bridge consisted of three spans 55 feet long, for the Baltimore and Susquehanna Railroad Company, in 1846, built by James Mulholland. Iron suspension bridges were previously used in 1796, over Jacob's creek, Virginia, built by Mr. Finley. Iron bridges, however, did not come into general use until just before the civil war.

In fact, in the short space of a century, American engineering has sprung from obscurity to be equal to any in the world. We have the longest bridges, with the greatest span and deepest foundations, and the only railway suspension bridge in the world; the longest railways, the best equipped, and supplied with the most comfortable conveniences. It is idle to prophesy where another century's progress may find it. The day will come when men will smile at iron bridges when a lighter, stronger and more abundant metal will supplant iron. In aluminum is found lightness combined with strength, the only drawback

to its use being the expense of extracting it from its combinations. It is not too much to expect to see bridges of a mile span made out of this metal.

It is peculiarly appropriate that the Convention should meet in this city on this Centennial year, for it is well known to most of the members that the science of engineering in this country commenced in Philadelphia, and many of the great inventions which gave an impetus to it can be traced directly to this city.

The President resigned the chair to Mr. Thomas C. Clarke, of the firm of Clarke, Reeves & Co.

The first regular business before the Convention was the discussion of a paper by Mr. C. Bender, printed in the May number of the society's publication on the subject of "The theory of continuous girders in relation to economy in bridge building."

Mr. Clemens Herschel, of Boston, who is an advocate of continuous girders, defended his position against what he considered an unwarranted attack by Mr. Bender's paper. He was replied to by Mr. Bender, who thought theorizing without practical knowledge often did much harm. He instanced a case where the calculated depression of a girder was ninety per cent greater than the actual depression when the weight of the railroad train was applied.

The further discussion on the topic was postponed until Thursday morning.

Mr. Pettit, architect of the Main Exhibition building, read a paper on the character of the engineering work in the construction of that building, giving the reasons for the adoption of that plan. The knowledge that there would not be a Government appropriation fixed definitely for the first time the sum that the architects felt they could depend upon. Their work was not to draw their plans and then calculate what the work would cost, but with a certain sum of money to construct a building that would suffice for the needs of the Exhibition. A radical change in the original design was, therefore, necessary. A temporary building, to cover at least 18 acres, must be constructed at a cost not to exceed \$100,000 per acre. It must, of necessity, have a wrought iron frame work; must be built in sections, so that it could be added to if occasion demanded; must be so constructed that the materials could afterwards be used and sold; must reduce the danger by fire by placing the flooring on the ground, and building the outer walls of incombustible materials.

The building must be a mere shell, no partition walls could be afforded. There was much discussion whether it should be straight or curved work—that is, whether it should be constructed of arches or with straight trusses and rafters. The latter idea prevailed, as the material would be most saleable when no longer needed. It was also found that propositions from builders favored the straight work. This determination was reached June 30, 1874. It was a design upon which both the Centennial Commission and Board of Finance were agreed. The contract was awarded to Mr. Dobbins, for \$1,076,000.

The work was commenced in October, and this had such a vitalizing effect on the community that it at once became evident that the building would have to be enlarged. This was done by increasing the proposed length and putting on the two wings, which was easily done by the plan adopted. This increased the cost to \$1,420,000, which was still much less than the limit of \$100,000 per acre.

The peculiarity of construction is much like the framework of a table. The long iron supports carry the dead weight, and the trussels resist the side pressure. A good test of its stability was made in February last, when a wind causing a pressure of 18 pounds per square foot caused no perceptible vibration. The first iron column was raised May 8, 1874, and the last on December 2, of the same year.

The amount of iron used was 8,340,000 pounds. The iron, flat, angle and round, measures 141 miles in length, and if made into a cubic block it would measure 25 feet 10½ inches on each edge.

There is one square foot of glass for each four square feet of surface covered.

In the installation of the exhibits Mr. Pettit, who is also Chief of the Bureau of Installation, said the following general plan had been adopted. The building was divided into four great divisions by the two main avenues crossing at right angles. The attempt was made to bring the prominent nations to the centre.

The northeast corner was given to France as the representative of the Latin races; the northwest to Great Britain, as the representative of the Anglo-Saxon; the southwest to Germany, as the representative of the Slavonic races, and the southeast to America, as the representative of the coming race. By this means they are brought in as close proximity as possible, and general comparisons may be made.

Mr. Schwartzman, architect of Memorial Hall and other buildings, was called upon for a few remarks. He said the taste for architectural effect in this country had been somewhat neglected. When attempts have been made at ornamentation in great public works there seems to have been an effort to conceal what in itself would be the best ornament. It is not probable that any distinctively new style of architecture will be introduced until new materials of construction are brought into use. The material to a great extent determines the form. Much of the expense of ornamenting bridges would be avoided if a little more attention were paid to beautifying the lines.

It was announced that the Austrian Society of Engineers and Architects had presented to the Society their very interesting collection on exhibition in the Main Exhibition. It consists of drawings and photographs of works projected by the members of that Society. The gift was accepted and the President was delegated to express the thanks of the Society.

The Convention then adjourned until Thursday morning, at ten o'clock.

On Wednesday afternoon the members of the Society visited places of interest on the Delaware in a steamer placed at their disposal by the American Dredging Company, Mr. F. C. Prindle, civil engineer. The boat steamed up the river to the head of Petty's Island, giving the visitors an opportunity to see the river front of the city, Cramp's ship yard, the Reading Railroad Company's wharves and other places. On the return trip the visitors stopped at Cramp & Son's new dry dock, and spent some time in examining the caisson gate and the powerful pumping machinery used to discharge the water from the dock. Steam Collier No. 13 was in the dock for repairs, and every part of the vessel was exposed to the workmen. The dock itself was as though it had never been filled with water. Re-entering the tug the party next visited the property of the American Dredging Company, in South Camden. Steam dredging machines were at work at this place dredging the docks, and one large Baltic grapple dredge was inspected while at its work. The boat is 100 by 35 feet, and is capable of operating in 50 feet of water. The bucket is in two parts, hinged so that they may be opened and driven into the river bottom as scoops, which close together, forming a bucket. The dirt is removed from the river to mud-scoops, cars or wharves, and dumped by the opening of the two parts of the bucket. From 2000 to 3000 cubic yards of dirt may be removed by one of these machines, in a day, and under favorable circumstances, 3500 yards have been dredged. From South Camden the visitors were taken to League Island, where the Navy Yard buildings were inspected, and thence to Gloucester, to see the operation of a gun powder pile driver, operated by the American Dredging Company. There have been many difficulties in the way of harnessing the force of exploding gunpowder, so as to make it available for such purposes as pile driving, but they have been so far overcome that the Dredging Company has four such pile drivers in successful operation.



The cannon and the head of the ram are now made of steel, and the guides of wrought iron. The cartridge (from one to one and a half ounces of powder) is exploded by the heat generated from the blow of the ram, and the latter is driven up by the force of the explosion, so that when caught by a friction brake it is again in position for repeating the blow. The head of the ram is not injured at all by the force used, which is a push rather than a blow. The explosion does not take place until the inertia of the pile has been fairly overcome by the blow from the ram. The pile driver does its work very effectively, and was studied with great interest by the engineers.

The Convention re-assembled on Thursday morning, Mr. Thomas C. Clarke, of Clarke, Reeves & Co., presiding.

The discussion of the subject of bridges and roofs was continued.

Mr. Virgil Bogue, of Brooklyn, read a paper on the Verrugas Bridge of the Callao, Lima and Oroya Railway of Peru. This is the first railway which has been projected to connect the Pacific with navigable water on a tributary of the Amazon.

The Secretary of the society, Mr. Gabriel Leverich, read a paper by Mr. Charles McDonald, of New York, on the new Portage viaduct, on the line of the Erie Railway; and a paper on the same subject was read by Mr. N. G. Morrison, of New York.

The next subject considered was that of Practical Hydraulics. Under this head a paper was read by Mr. C. Herschel, of Boston, "On waves of translation that emanate from a submerged orifice, with an examination of the feasibility of the proposed Baie Verte Canal." Brief remarks on this subject were made by Mr. C. J. McAlpine, of New York, and Gen. Theodore G. Ellis, of Hartford. The paper of Gen. Ellis, giving a description and results of hydraulic experiments with large apertures, at Holyoke, Mass., in 1874, was next in order, and a few remarks on the paper were made by Mr. C. Herschel.

The President announced that invitations had been received for the society to go on an excursion over the new railroad from Philadelphia to New York, and from Worthington & Sons, of New York, to examine their new pumping engine, furnished by them for the Centennial Water Works at the foot of Lansdowne Valley.

General Theodore G. Ellis presented a report of the committee appointed to consider the feasibility of establishing a uniform system of gauging of streams in connection with observations of rainfall. The committee came to the conclusion that it could not recommend any uniform system of gauging, but would call the attention of engineers to the importance of gauging streams, securing the corresponding rainfall, and of getting other valuable data.

The paper of B. S. Church, entitled "Notes and Suggestions on the Croton Water Works and supply for the Future," was the next subject for consideration.

Mr. James R. Croes, of New York, said that he did not favor the use of a masonry aqueduct, unless it was made sufficiently strong to resist the pressure of water, independently of the earth embankment. It was unwise, in his judgment, to rely upon an earth embankment unless the masonry conduit were strong enough in itself to withstand the pressure, and he was borne out in this opinion by the fact that the Washington, Croton and Boston aqueducts, constructed after that plan, have practically failed—that is, they have cracked longitudinally from top to bottom from the action of the frosts and thaws.

The next subject discussed was the paper by W. Milnor Roberts, of New York, on the improvement of the mouth of the Mississippi.

A recess was taken for one hour.

The Society re-assembled in the afternoon. Gen. Wm. Scov Smith, of Maywood, Ill., presented the report of the Committee on Tests of

Iron and Steel. The report calls the attention of the Society to the importance of making a strenuous effort to secure an appropriation by Congress to enable the Board appointed by the United States Government to test iron, steel and other metals to carry on its work. The Government, in the opinion of the Committee, cannot afford to dispense with the services of the Board; for in the columns of the Government Buildings now in course of construction, and in another already built, more money has been wasted than would defray the expenses to be incurred in making tests for a year to come; and this waste, in a greater or less degree, is believed to run throughout the iron architecture of the country, both public and private.

The report concludes by expressing the hope that the members will each, in any way that may seem best, aid in obtaining the appropriation asked for by the Board.

Mr. Stephen Chester, of New York, moved that the committee be requested to present a memorial to Congress on the subject. Agreed to.

Mr. Clemens Herschel, of Boston, read a paper advocating the adoption of the metric system of measurement, and offered a resolution to the effect that the Society will in all legitimate methods further the adoption of the metric system in this country, and that a committee be appointed to present a memorial to Congress in furtherance of the resolution.

Mr. Herschel expressed a desire to have the resolution voted on by letter. A few remarks were made in favor of the metric system by Prof. J. B. Davis, of the University of Michigan, and Prof. Hilgard, of the United States Coast Survey; and a brief address against it by Mr. Coleman Sellers, of Philadelphia.

It was agreed to refer the matter to a committee to be appointed by the Chairman.

Mr. William P. Shinn, of Pittsburgh, read a paper on Railroad Accounts and Returns, which was discussed by Messrs. C. H. Fisher, of New York; Latimer, of the Atlantic and Great Western Railway; Mendez Cohen, of Baltimore, and W. Milnor Roberts, of New York. A resolution was adopted, as the sense of the Convention, that the Society shall appoint a committee to take the matter into consideration.

Reports of committees were also read, as follows: Report of committee on the form, weight, manufacture and life of rails, by A. Welch, of Lambertville, New Jersey; on nomenclature and classification of masonry, by James R. Croes, of New York; and on the failure of the dam at Worcester, Massachusetts, by Gen. Theodore G. Ellis.

Remarks on the last report were made by Mr. W. J. McAlpine, of New York.

A report on "Resistances of Railway Trains" was read by Mr. W. P. Shinn, of Pittsburgh. The Convention, then, after adopting resolutions of thanks to the Philadelphia members of the Society, the President and others, adjourned.

#### Narrow Gauge Railroad Rails.

A new process has recently been patented by a prominent Pittsburg manufacturer for forming new rails out of old ones for use of narrow gauge railroads. By this process the new rails are made entirely from the old rails, thus doing away with the cost of the heavy plate of new iron used in re-rolling under the old process, and at the same time utilizing a much larger amount of the old rails. An important feature of the process is that the relative qualities composing the different sections of the old rails are not disturbed, but transferred to the like sections of the new rail. In the old process the different qualities become mixed up, to the detriment of the new rail. Narrow gauge rails are usually made to weigh thirty pounds to the yard, and have heretofore cost about ten per cent more to manufacture than rails of 60 pounds, such as are used on standard gauge roads, because a mill can only turn out one-half the quantity of 80 pounds that it can of

60 pounds rails. But the new process, we are told, reverses this order of economy, and is enabled to manufacture narrow gauge rails at 10 per cent less than large rails can be made, thus reducing the cost of narrow gauge rails 20 per cent.

#### An Improved Iron Furnace.

The Zanesville, Ohio, Courier gives the following description of an improvement in iron furnaces, for which a patent has just been granted to Mr. A. F. Cassell, of that place.

The patent covers two kinds of furnaces—puddling and heating; its claims are: economy, both of fuel and time, and the superiority of the iron produced. The old puddling furnaces are so constructed that a vast amount of fuel—thirty-three per cent—escapes through the stacks in what is commonly termed "smoke." Mr. Cassell's furnace arrests the smoke—or more properly gas—and provides for its complete consumption. A system of hollow tubes admits the air from the outside through the roof over the "bridge" wall and also into an air chamber in front of the bridge wall, which, with the peculiar construction of the roof and "bridge," produces perfect combustion, and consequently a large saving in fuel. By actual tests, extending through a period of several months, in furnaces at the works of the Ohio Iron company in this city, it has been demonstrated that the Cassell furnace saves, at the least calculation, twenty-five per cent in fuel, and from one to one and a half hours in time to each turn, thus reducing the amount of labor very materially. The value of this invention is seen in the quality of the iron produced. The device for producing perfect combustion destroys the sulphur and other impurities, and of course prevents their amalgamation with the metal—an item of immense value to the iron trade. From careful estimates, the actual expense in the construction of this furnace is not to exceed \$5 over the old furnace, while the saving in the cost of fire bricks for the "necks" and "stacks" will more than compensate for the expense attending their construction.

The sale of the Louisville, New Albany and St. Louis Air Line Railway took place at New Albany, Ind., on the 20th inst., under the foreclosure of the first mortgage bonds, in accordance with the decree of the United States Circuit Court. J. J. Brown became the purchaser at the nominal sum of \$18,000, for the bondholders. What disposition will be made of the road is not known. Over two million dollars has been expended on the work, and twenty-one miles of road are already in operation.

The track of the Columbus and Toledo Railroad is now laid from Delaware to Marlon. A bridge 120 feet in length has just been completed over the Tymochtee river. The track is laid from the bridge to Carey, in Wyandot county. On the first of July a gang of track layers will start from Delaware laying rails toward Columbus. Four locomotives are now in use on the road. The managers say that there is no doubt but that the road will be completed early in the fall.

The Fourth Annual Convention of the Master Car Builders' Association was held in this city last week. Leander Geary, of the Hudson River and New York Central railroad, presided. The committee on railroad brakes made a report recommending that the power brake be attached to freight cars. The committee on ventilation of railroad cars also reported on various modes of ventilating these conveyances. Both reports were discussed at length and finally accepted.



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susquehanna.....	100	J. & J.	Jan. '76 34	Long Island.....	50	M. & S.	May '76 10	Vermont and Mass.....	100	A. & O.	Apr. '76 21
Atlantic and West Point.....	1,232,200	J. & J.	July '75 5	Louisv. Cin. and Lex.....	50	J. & J.	July '69 3	Warren (N. J.).....	100	J. & D.	Dec. '75 8
Atlantic and Gulf.....	3,882,200	M. & N.	Nov. '73 24	Louisville & Nashville.....	100	F. & A.	Jan. '74 41	Warwick Valley.....	100	A. & O.	Apr. '73 24
Atlantic and St. Lawrence.....	1,000,000	M. & N.	Mar. '76 5	Louisv. N. Alb. & Chi.....	100	F. & A.	Feb. '74 4	Westchester & Phil. pref.....	100	J. & J.	Jan. '76 4
Avon, Genesee & Mt. Morris.....	225,000	A. & O.	Jan. '75 1	Lowell and Lawrence.....	100	A. & O.	Dec. '70 3	West Jersey.....	100	F. & A.	Feb. '74 4
Baltimore and Ohio.....	1,650,000	A. & O.	Apr. '75 5	Lykens Valley.....	100	F. & A.	Aug. '75 24	Winchester & Potomac.....	100	J. & J.	Jan. '76 3
Washington Br.....	1,000,000	quarterly	Apr. '76 14	Macon and Western.....	100	J. & J.	July '75 5	Winchester & Strasburg.....	100	J. & J.	July '75 34
Berkshire.....	50	J. & D.	Dec. '72 34	Maine Central.....	100	—	—	Worcester and Nashua.....	75	J. & J.	Jan. '76 34
Blossburg & Corning.....	50	M. & N.	May '76 5	Manchester and Lowell.....	1,000,000	M. & N.	May '76 5	HORSE-POWER R. R.			
Boston and Albany.....	20,000,000	M. & N.	Jan. '76 3	Marietta & Cincinnati.....	50	—	—	Albany City.....	100	—	—
Bos. Cin. & Fitchburg.....	1,172,400	—	Jan. '76 3	Massachusetts.....	1,003,012	M. & S.	Sep. '66 34	Baltimore City.....	25	J. & J.	July '76 4
Agricultural Br. guar.....	80,000	J. & D.	June '76 3	Memphis & Charleston.....	25	F. & A.	Sep. '66 34	Bleecker St. & Fy. (N.Y.).....	100	—	—
Bost. Con. & Mont. pref.....	800,000	M. & N.	May '76 3	Michigan Central.....	50	J. & J.	Jan. '76 3	Boston and Chelsea.....	100	A. & O.	Apr. '76 4
Boston and Lowell.....	5,000,000	J. & J.	Jan. '75 3	Mill Creek & Minehill.....	50	J. & J.	Jan. '76 3	Broadway (Brooklyn).....	100	J. & J.	Jan. '75 5
Boston and Maine.....	6,921,274	M. & N.	May '76 3	Milwaukee and St. Paul.....	15,399,261	J. & J.	Dec. '70 7	Broadway & 7th Av. (N.Y.).....	2,100,000	J. & D.	Jan. '75 3
Boston and Providence.....	4,000,000	M. & N.	May '76 4	M. Hill & Schuyll. Hav.....	50	J. & J.	Jan. '76 34	Brooklyn City.....	1,500,000	F. & A.	May '76 3
Boston and Lynn.....	850,000	quarterly	June '76 2	Morris and Essex.....	50	J. & J.	Nov. '74 4	Brooklyn City & Newt.....	600,000	J. & J.	July '70
Buffalo, N. Y. and Erie.....	960,000	F. & A.	Aug. '74 34	Nashua and Lowell.....	100	J. & J.	July '76 34	Brooklyn and Jamaica.....	488,100	—	—
Burlington and Mo. Riv.....	8,254,208	M. & S.	Sept. '75 5	Naugatuck.....	1,822,900	F. & A.	Feb. '76 5	Bushwick (Brooklyn).....	100	J. & J.	July '73 34
Burlington and Mo. Riv. pref.....	1,485,900	M. & S.	Sept. '75 5	Nequehoning Valley.....	50	M. & S.	Mar. '76 5	Cambridge.....	800,500	A. & O.	Apr. '76 34
Camden and Amboy.....	8,877,900	quarterly	July '76 24	Newark and N. York.....	100	J. & J.	Jan. '76 34	Can. Park, N. & E. Riv.....	1,068,400	A. & O.	Oct. '67 3
Camden and Atlantic.....	50	quarterly	Apr. '76 2	N. Bedford.....	1,078,500	M. & N.	Jun. '76 10	Citizens' (Ph.).....	50	J. & J.	Jan. '76 9
Capo Cod.....	1,020,330	J. & J.	June '76 3	N. Castle & Beaver Val.....	1,800,000	quarterly	Oct. '74 3	Citizens' (Phg.).....	50	M. & N.	Nov. '71 7
Capo May and Millville.....	447,000	J. & D.	June '76 3	N. Haven & Northamp.....	605,000	quarterly	Oct. '74 3	Coney Island & Brookl.....	50	—	—
Cassiquia & Pecos.....	428,900	Nov. '71 6		New Jersey.....	7,265,200	quarterly	July '76 2	D. Dock, E. B'dw. & Brookl.....	1,200,000	F. & A.	Aug. '75 2
Catawissa.....	1,159,500	—	—	New London Northern.....	1,418,800	quarterly	Apr. '76 2	Eighth Avenue (N.Y.).....	1,000,000	J. & J.	Jan. '76 3
Central.....	2,200,000	M. & N.	May '76 24	N. Y. Cen. & Hudson R.....	89,428,330	quarterly	July '76 2	Elizabeth and Newark.....	100	—	—
Central and Lowell.....	1,000,000	M. & N.	Nov. '75 24	New York and Harlem.....	8,500,000	J. & J.	July '76 4	Frankf. & Southw. (Ph).....	491,750	J. & J.	Jan. '76 5
Cayuga and Susquehanna.....	689,170	J. & J.	July '76 4	N. Y., N. H. & Hartf.....	15,500,000	J. & J.	July '76 5	Germantown (Ph).....	1,000,000	J. & J.	Jan. '76 4
Cedar Rapids & Mo. R.....	6,880,400	F. & A.	May '76 1	N. Y. Prov. & Boston.....	2,500,000	quarterly	Apr. '76 24	Girard College (Ph).....	50	J. & J.	July '71 3
Central of Georgia.....	769,600	F. & A.	Feb. '76 34	Nieg. Bridge & Canaan.....	1,000,000	J. & J.	Jan. '76 5	Grand St. and Newton.....	170,800	J. & J.	July '71 2
Central of New Jersey.....	20,525,000	quarterly	Apr. '76 2	North Carolina.....	4,000,000	irregular	—	Green & Coates St. (Ph).....	600,000	J. & J.	Jan. '76 4
Central Ohio.....	8,425,000	J. & D.	June '75 2	N. Eastern (S. C.) pref.....	96,000	M. & N.	May '67 4	Heston, Mantau & Fairm.....	2,050,000	J. & J.	Jan. '75 14
Central Pacific.....	54,275,500	A. & O.	Oct. '75 4	North Pennsylvania.....	50	F. & A.	Feb. '76 3	Highland.....	200,000	M. & N.	May '76 4
Chenango.....	380,000	quarterly	July '76 14	Northern Central.....	5,842,000	—	—	Lomb. & South Sta. (Ph).....	105,000	A. & O.	Oct. '71 6
Cheshire, preferred.....	1,155,300	J. & J.	July '75 2	Northern New Hampshire.....	1,008,400	J. & D.	June '76 24	Lynn and Boston.....	200,000	—	—
Chicago and Alton.....	9,649,100	M. & S.	Mar. '76 4	Northern New Jersey.....	1,000,000	J. & J.	July '74 6	Malden and Melrose.....	100	—	—
Chicago, Burl. & Quincy.....	27,512,842	M. & S.	Mar. '76 4	Norwich & Worcester.....	2,004,400	J. & J.	July '76 5	Metropolitan (Boston).....	1,500,000	J. & J.	July '76 4
Chicago, Iowa & Nebraska.....	8,916,200	J. & J.	Jan. '76 5	Ogdensb. & L. Champl.....	100,000	J. & J.	Jan. '76 2	Middlesex (Boston).....	400,000	M. & N.	May '76 3
Chicago & N. Western.....	14,994,600	J. & D.	Dec. '72 34	Ohio and Mississippi.....	20,000,000	quarterly	Mar. '75 34	Ninth Avenue (N. Y.).....	197,320	—	—
Chicago, R. I. & Pacific.....	26,000,000	A. & O.	Apr. '76 4	Oil Cr. & Allegheny R.....	4,259,450	quarterly	Jan. '74 3	Orange and Newark.....	282,555	—	—
Cin. Ham. & Dayton.....	3,500,000	A. & O.	Apr. '76 3	Old Colony.....	6,735,300	J. & J.	July '76 3	Philadelphia City.....	750,000	J. & J.	Jan. '76 5
Cin. Sand. and Cleve.....	2,980,550	—	—	Oswego and Syracuse.....	482,400	F. & A.	Feb. '76 4	Philadelphia and Darby.....	200,000	J. & J.	July '71 2
Clev. Col. Cin. & Ind.....	14,991,275	F. & A.	Feb. '76 3	Pacific of Missouri.....	3,835,780	quarterly	Jan. '76 14	Phila. and Grey's Ferry.....	284,775	J. & J.	Jan. '76 34
Cleveland & Mahoning.....	2,067,550	M. & N.	May '74 34	Panama.....	7,000,000	quarterly	Jan. '76 3	Pbg. Alleg. & Manchester.....	200,000	M. & N.	Nov. '69 8
Cleveland & Pittsburgh.....	11,236,160	quarterly	June '76 14	Patterson and Hudson.....	832,000	J. & J.	Jan. '76 4	Second Avenue (N. Y.).....	888,100	J. & J.	July '75 2
Columbus and Xenia.....	1,786,800	M. & S.	Mar. '76 2	Patterson and Newark.....	250,000	J. & J.	Jan. '76 4	Second & Third St. (Ph).....	992,100	J. & J.	July '75 5
Colum. & Hocking Val.....	2,500,000	F. & A.	Feb. '76 4	Patterson and Ramapo.....	248,000	J. & J.	Jan. '76 3	17th & 19th streets (Ph).....	500,000	J. & J.	July '74 2
Concord.....	1,600,000	M. & N.	May '76 5	Pemb. & Hightstown.....	342,150	J. & J.	Jan. '76 3	Sixth Avenue (N. Y.).....	750,000	M. & N.	Nov. '74 5
Concord and Ports.....	350,000	J. & J.	Jan. '76 34	Pennsylvania.....	68,144,475	quarterly	May '76 2	Third Avenue (N. Y.).....	1,170,000	F. & A.	Feb. '76 24
Conn. & Passump Riv. I.....	2,100,000	F. & A.	Feb. '76 3	Peoria & Bureau Val.....	1,300,000	F. & A.	Feb. '76 4	13th & 15th street (Ph).....	1,000,000	J. & J.	Jan. '76 2
Connecticut River.....	2,100,000	J. & J.	July '76 4	Philadelphia and Erie.....	6,004,300	J. & J.	Jan. '76 4	23d street (N. Y.).....	600,000	J. & J.	Jan. '75 4
Cumberland Valley.....	1,292,950	A. & O.	Apr. '76 5	Phil. Ger. & Norristown.....	1,626,250	M. & S.	June '76 3	Somerville (Boston).....	98,000	M. & N.	May '76 3
Danbury and Newfalls.....	50	—	—	Philadelphia & Reading.....	82,725,775	quarterly	Jan. '76 24	South Boston.....	450,000	quarterly	Apr. '76 2
Dal. Leekaw. & Westn.....	23,500,000	quarterly	Jan. '76 24	Phila. and Trenton.....	1,250,100	quarterly	Jan. '76 24	Union (Boston).....	374,800	J. & J.	Jan. '76 5
Detroit & Milwaukee.....	822,140	J. & D.	Dec. '69 7	Phila. Wil. & Balt.....	11,538,250	J. & J.	Apr. '76 4	Union (Phila.).....	400,000	J. & J.	Jan. '76 8
Dubuque & Sioux City.....	5,000,000	A. & O.	Apr. '76 3	Pitt., Ft. W. & Chi.....	19,714,285	quarterly	Apr. '76 4	West Philadelphia.....	400,000	J. & J.	Jan. '76 10
East Pennsylvania.....	1,509,200	J. & J.	Jan. '76 3	Pittsfield & N. Adams.....	440,000	J. & J.	Jan. '76 3	CANALS			
East Mahanoy.....	392,950	J. & J.	Jan. '76 24	Portland and Kennebec.....	616,700	J. & J.	Jan. '76 3	Chesapeake & Delaware.....	1,983,568	J. & D.	June '75 2
East Tenn. Va. & Ga.....	1,085,274	A. & O.	Apr. '76 3	Yarmouth certificates.....	202,400	A. & O.	Apr. '72 3	Chesapeake and Ohio.....	3,229,594	—	—
Eastern (Mass.).....	4,997,000	J. & J.	July '73 3	Portl. Saco & Portm.....	1,500,000	J. & J.	July '75 5	Delaware Division.....	1,633,350	F. & A.	Feb. '76 4
Eastern (N. H.).....	492,500	J. & J.	July '73 3	Providence & Worcester.....	2,000,000	J. & J.	Jan. '76 4	Delaware and Hudson.....	20,000,000	F. & A.	Feb. '76 5
Elmira, Jct. & Cananda.....	800,000	F. & A.	Aug. '74 24	Raleigh and Gaston.....	1,600,000	J. & J.	Jan. '76 4	Delaware and Raritan.....	5,847,400	quarterly	July '76 24
Elmira & Williamsport.....	800,000	M. & N.	Nov. '75 2	Rensselaer & Saratoga.....	6,000,000	J. & J.	Jan. '76 4	Erie of Pennsylvania.....	64,000	—	—
Elmira & Williamsport pref.....	800,000	J. & J.	Jan. '76 34	Roch. & Genesee Val.....	665,200	—	—	Lehigh Coal & Navigat.....	10,848,550	J. S. D. M.	J. no '76 2
Erie Railway.....	78,000,000	—	—	Rome, Watert. and Ogd.....	2,998,900	J. & J.	July '75 3	Monongahela Navigat.....	1,003,500	J. & J.	July '75 4
Erie and Pittsburgh.....	1,090,250	quarterly	Mar. '76 14	Rutland.....	2,479,700	F. & A.	Feb. '75 34	Morris (consolidated).....	1,025,000	F. & A.	Feb. '76 2
Fitchburg.....	4,000,000	J. and J.	July '76 4	St. Croix and Penobscot.....	100,000	J. & J.	July '71 2	Pennsylvania.....	4,337,950	—	—
Georgia.....	4,300,000	J. and J.	July '76 4	St. L., Alt. & T. Haute.....	2,300,000	—	—	Schuyll. Nav. (common).....	1,008,207	F. & A.	Feb. '76 30
Great Western, (Ca.).....	10,237,404	A. and O.	Apr. '74 14	St. L., Mt. & South'n.....	14,248,950	F. & A.	Feb. '74 3	Union.....	2,907,850	—	—
Hannibal & St. Joseph.....	4,151,700	F. and A.	Aug. '70 34	St. L., Kan. C. & North.....	12,000,000	—	—	W. Branch and Susquehanna.....	1,100,000	J. & J.	Jan. '65 -
Hanover Branch, (Pa.).....	50	M. & N.	May '76 5	Saratoga and Schenec.....	300,000	A. & O.	Apr. '76 34	MISCELLANEOUS.			
Harlem Extension.....	4,000,000	J. & J.	Jan. '76 3	Schuyllkill Valley.....	876,050	J. & J.	Jan. '76 24	Adams Express.....	12,000,000	M. J. S. D.	Dec. '75 2
Harrisburg & Lancaster.....	1,182,500	J. & J.	Jan. '76 3	Seaboard and Roanoke.....	1,151,400	M. & N.	May '76 4	American Coal.....	1,500,000	M. & S.	Mar. '75 3
Houston, pref.....	1,180,000	quarterly	Apr. '76 2	Shamokin V. & Pottsv.....	889,450	F. & A.	Feb. '76 3	American Express.....	18,000,000	J. & J.	July '76 3
Huntingdon & B'd Top.....	880,000	—	—	Shore Line.....	995,800	J. & J.	Jan. '76 4	Atlantic Mail Steamship.....	4,000,000	M. J. S. D.	Dec. '67 24
Illinois Central.....	29,000,000	F. & A.	Aug. '76 4	South Branch (N. J.).....	438,200	J. & J.	Jan. '76 3	Calumet and Hecla Mining.....	80,000 sha	F. & A.	May '75 4
Indianapolis, Cin. & Laf.....	7,685,497	M. & S.	Sept. '67 4	South Carolina.....	5,819,275	F. & A.	Feb. '72 1	Canton.....	731,250	—	—
Iowa Falls & Sioux City.....	4,238,000	quarterly	Feb. '76 14	South Western, (Ga.).....	3,939,900	J. & D.	Dec. '75 34	Consolidation (Md.) Coal.....	10,250,000	M. & S.	Mar. '76 24
Jefferson, Mad. & Ind.....	2,000,000	quarterly	Apr. '76 14	Staten Island.....	600,000	J. & J.	July '76 4	Cumberland Coal & Iron.....	500,000	A. & O.	Apr. '76 3
Joliet and Chicago.....	1,500,000	quarterly	Apr. '76 14	Stockbridge and Pitts.....	448,700	J. & J.	July '74 34	Gilberton Coal Co.....	500,000	—	—
Joliet & North Indiana.....	300,000	J. & J.	July '76 2	Stony Brook.....	267,300	M. & N.	Nov. '75 3	Maryland Coal.....	4,400,000	F. & A.	Feb. '75 14
Lake Shore & Mich. So.....	49,468,500	F. & A.	Feb. '76 2	Summit Branch.....	4,128,000	F. & A.	Feb. '76 3	Mariposa Gold.....	2,585,000	—	—
Lawrence.....	588,500	F. & A.	Feb. '76 5	Syr. Bingham & N. Y.....	2,004,000	J. & J.	Dec. '75 3	—	2,524,000	J. & J.	—
Leeds and Farmington.....	800,000	J. & J.	Jan. '72 3	Taunton Branch.....	500,000	J. & J.	Jan. '76 5	Pacific Mail Steamship.....	20,000,000	M. J. S. D.	Sep. '69 3
Lehigh & Susquehanna.....	8,732,800	M. & N.	May '67 4	Terre Haute & Indiana.....	1,985,150	J. & J.	Jan. '76 5	Pennsylvania Coal.....	4,000,000	F. & A.	May '76 2
Lehigh Valley.....	21,918,350	quarterly	July '76 24	Tul. Wab. & West pref.....	1,000,000	M. & N.	May '74 3				



Atchison, Top. & San. Fe: January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.	
1875.....	68,559	78,410	104,051	112,474	107,644	.....	.....	.....	.....	.....	.....	.....	
1876.....	117,417	144,132	180,246	197,000	213,000	.....	.....	.....	.....	.....	.....	.....	
Central Pacific:													
1873.....	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,332,125	1,375,470	1,228,751	1,116,366	13,919,394
1874.....	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,765	1,370,334	14,523,514
1875.....	963,938	906,159	1,136,263	1,366,984	1,798,469	1,738,370	1,536,225	1,553,014	1,567,622	1,615,974	1,513,836	1,338,209	17,035,063
1876.....	961,000	1,000,000	1,133,000	1,468,000	1,700,000	.....	.....	.....	.....	.....	.....	.....	.....
Canada Southern:													
1875.....	67,487	41,501	82,255	106,755	102,546	.....	.....	.....	.....	.....	.....	.....	.....
1876.....	123,742	141,161	165,431	168,452	123,088	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
1874.....	344,420	339,876	362,342	394,335	397,683	496,815	464,438	480,056	524,043	550,950	416,544	364,725	5,126,228
1875.....	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876.....	320,392	332,055	353,719	353,530	442,457	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1872.....	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873.....	752,468	765,249	967,268	1,034,023	1,256,072	1,309,579	1,249,445	1,316,337	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,255	1,407,975	1,065,726	1,030,027	13,361,669
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1873.....	334,715	423,716	555,887	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.....	654,422	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,260	662,283	8,953,017
1875.....	466,101	323,273	503,765	639,669	718,465	742,169	842,395	630,516	741,206	974,262	987,030	747,893	8,265,744
1876.....	527,000	518,000	567,388	650,994	819,853	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874.....	378,408	292,730	328,537	352,993	317,881	345,188	339,572	418,721	387,376	409,237	353,564	325,399	4,248,606
1875.....	277,140	255,239	301,666	304,424	303,689	285,947	291,386	306,105					



## NATIONAL AND STATE SECURITIES.

	Amounts outstand- ing.	Rate.	Payable.	When Pay- able.	Market Price.		Amounts outstand- ing.	Rate.	Payable.	When Pay- able.	Market Price.
<b>National Securities, June 1, 1876.</b>											
Loan of June 14, 1858.....registered	\$200,000	5	Jan. & July.	1874	120						
Loan of February 8, 1861.....registered	13,795,000	5	Jan. & July.	1880	120						
.....coupon	4,820,000	5	Jan. & July.	1880	120						
Oregon War Bonds of March 2, 1861.....coupon	945,000	5	Jan. & July.	1881	120						
Loan of July 17, and Aug. 4, 1861.....registered	126,048,000	5	Jan. & July.	1881	120						
.....coupon	63,273,350	5	Jan. & July.	1881	120						
Loan of Feb. 25, 1863 (5-20s).....registered	55,706,950	5	May & Nov.	1882	120						
.....coupon	21,293,050	5	May & Nov.	1882	120						
Loan of March 3, 1868.....registered	55,706,950	5	Jan. & July.	1881	120						
.....coupon	21,293,050	5	Jan. & July.	1881	120						
Loan of March 3, 1864 (5-20s).....registered	55,706,950	5	May & Nov.	1884	120						
.....coupon	21,293,050	5	May & Nov.	1884	120						
Loan of June 30, 1864 (5-20s).....registered	55,706,950	5	Jan. & July.	1884	120						
.....coupon	21,293,050	5	Jan. & July.	1884	120						
Loan of March 3, 1865 (5-20s).....registered	55,706,950	5	May & Nov.	1885	120						
.....coupon	21,293,050	5	May & Nov.	1885	120						
..... 2d series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 3d series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 4th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 5th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 6th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 7th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 8th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 9th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 10th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 11th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 12th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 13th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 14th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 15th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 16th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 17th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 18th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 19th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 20th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 21st series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 22nd series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 23rd series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 24th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 25th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 26th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 27th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 28th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 29th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 30th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 31st series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 32nd series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 33rd series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 34th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 35th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 36th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 37th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 38th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 39th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 40th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 41st series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 42nd series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 43rd series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 44th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 45th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 46th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 47th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 48th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 49th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 50th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 51st series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 52nd series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 53rd series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 54th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 55th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 56th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 57th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 58th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 59th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 60th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 61st series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 62nd series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 63rd series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 64th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 65th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 66th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 67th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 68th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 69th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 70th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 71st series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 72nd series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 73rd series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 74th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 75th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 76th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 77th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 78th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 79th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 80th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 81st series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 82nd series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 83rd series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 84th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 85th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 86th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 87th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 88th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 89th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 90th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 91st series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 92nd series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 93rd series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 94th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 95th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 96th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 97th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 98th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 99th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 100th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 101st series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 102nd series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 103rd series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 104th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 105th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 106th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 107th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 108th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 109th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 110th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						
..... 111th series (5-20s).....registered	142,402,600	5	Jan. & July.	1885	120						



Asterick (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	\$40,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold).....	4,000,000	7	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'9	114
2d Mortgage.....	2,673,000	8	"	"	1889	....	Boston, Clinton and Fitchburg:						
Receiver's Bonds.....	1,200,000	7	"	"	....	....	1st Mortgage (Agricultural Br.).....	400,000	8	Jan. & July.	Boston.	1884	88
Alabama and Georgia:							1st Mortgage (Equalization).....	248,000	8	"	"	1889	92
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Consolidation).....	252,000	8	"	"	1890	92
Alabama Central:							Equipment Mortgage.....	350,000	8	Apr. and Oct.	"	1881	90
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Boston, Concord and Montreal:						
Albany and Susquehanna:							Sinking Fund Mortgage.....	543,000	6	Jan. and July.	Boston.	1889	92
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	116	Consol. Mortgage for \$2,000,000.	968,000	7	Apr. and Oct.	"	1895	108
2d Mortgage.....	2,000,000	7	April & Oct.	"	1888	108		544,500	6	"	"	1898	....
3d Mortgage.....	434,000	7	May & Nov.	"	1881	100	Boston, Hartford and Erie:						
Albany Loan.....	933,000	6	"	"	1895	....	1st Mortgage (old).....	278,000	7	Mar. and Sept.	Boston.	1884	....
Alexandria and Fredericksburg:							1st Mortgage (Bordell).....	15,000,000	7	Jan. and July.	New York.	1900	20
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage, guar. by Erie.....	6,000,000	7	"	"	1900	26
Allgheny Valley:							Mass. L. sec'd by \$4,000,000 Bcr.)	3,600,000	7	"	Boston.	1899	....
General Mortgage.....	3,967,000	7.3	Jan. & July.	New York.	1896	101	Boston and Lowell:						
Special Mortgage to Penn.....	3,500,000	6	January.	Harrisburg.	....	....	Bonds (Wharf Purchase).....	300,000	6	Apr. and Oct.	Boston.	1879	....
1st M., E. Ext., guar. by Pa. R.R.	9,933,000	7	April & Oct.	Phil. or Lond.	1900	97	Bonds of 1872 for \$1,000,000.....	999,300	7	"	"	1892	106
Funding Income (traffic guar.)	5,402,900	7	"	Pittsburg.	1894	46	Boston and Maine:						
American Central:							Bonds of 1893 (coup. and reg.).....	3,300,500	7	Jan. and July.	Boston.	'98-'94	111
1st Mort., guar. by C. B. & Q.	645,000	7	Jan. & July.	New York.	1878	104	Boston and New York Air Line:						
Androscoquin:							1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	100
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Boston and Providence:						
Arkansas Central (narrow gauge):							Bonds to purchase P. W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1896	108
1st Mortgage.....	1,200,000	7	Jan. & July.	Lond. or Ama.	1891	....	Brunswick and Albany:						
Ashabula, Youngstown & Pitta:							1st Mort. (gold) end by G. tax fr.	3,630,000	6	Apr. and Oct.	New York.	1905	....
1st Mortgage.....	1,500,000	7	April & Oct.	New York.	1901	....	2d Mort. sinking fund gold	2,380,000	7	"	"	1893	....
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	Buffalo, Bradford and Pittsburg:						
Atchison and Nebraska:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	Buffalo, Corry and Pittsburg:						
Atchison, Topeka and Santa Fe:							1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
1st Mortgage (gold).....	7,041,000	7	Jan. & July.	New York.	1899	82	Buffalo and Erie:						
Land Grant Mortgage (gold).....	3,374,500	7	April & Oct.	Boston.	1900	74	Mort. bonds (ass'd by L. & M. S.)	200,000	7	Jan. and July.	New York.	1882	....
1st Mort. (Wichita Br. traf. guar.)	412,000	7	Jan. & July.	"	1902	....	Mort. bonds ( " " )	300,000	7	March & Sept.	"	1886	....
Consol. Mort. gold (Oct. 1, '76)	2,074,000	7	"	"	1903	48	Mort. bonds ( " " )	3,000,000	7	Apr. and Oct.	"	1898	104
Consol. Second Mort. (gold).....	976,000	7	April & Oct.	N. Y. or Bos.	1903	....	Buffalo and Jamestown:						
Land Income bonds.....	475,000	12	Jan. & July.	Boston.	....	102	1st Mortgage.....	1,000,000	6	"	New York.	1902	....
Atlanta and Richmond Air Line.							Buffalo, New York and Erie:						
1st Mortgage (guar. by Georgia).	4,245,000	8	Jan. & July.	New York.	1900	80	1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	98
Atlantic and Great Western:							Buffalo, New York & Phila.:						
1st Mortgage (gold).....	14,922,200	7	Jan. & July.	N. Y. or Lond.	1902	....	1st Mortgage.....	2,296,000	6	Jan. & July.	New York.	1896	....
2d Mortgage (gold).....	10,173,679	7	March & Sept.	"	1902	....	2d Mortgage for \$1,000,000.....	231,500	10	"	"	1893	....
3d Mortgage (gold) Income.....	28,783,000	7	May & Nov.	"	1902	....	Burlington, Cedar Rapids & Minn.:						
Atlantic and Gulf:							1st Mortgage, etc., skg. fund.....	5,430,000	7	May & Nov.	N. Y. & Lond.	1919	42
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	....	1st Mort., (gold) Mil. Div.....	2,200,000	7	Feb. and Aug.	"	1902	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	Burlington and Missouri River:						
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	Land and R. R. Mortgage.....	4,060,250	7	April & Oct.	N. Y. & Bos.	1893	109
Atlantic and Lake Erie:							Stock Bonds pref. 3d lien.....	322,500	8	Jan. & July.	Boston.	1878	....
1st Mort. (gold) for \$5,000,000.....	.....	7	Jan. & July.	New York.	1901	....	Stock (common) Bonds.....	308,000	8	April & Oct.	N. Y. & Bos.	1879	106
Atlantic, Miss. and Ohio (428 m.).							Stock (common) Bonds.....	308,500	8	Jan. & July.	"	1894	106
1st Mortgage for \$16,000,000.....	5,470,000	7	April & Oct.	New York.	1901	....	Stock (common) Bonds.....	409,500	8	"	"	1899	....
2d Mort. to State (no int. till '80).	4,000,000	.....	"	"	....	....	Burlington and Mo. Riv. in Neb.:						
Atlantic and Pacific:							1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bos.	1894	102
Land Mortgage gold bonds.....	2,829,000	6	Jan. & July.	New York.	1888	....	Bonds convertible until 1892.....	500,000	8	"	Boston.	1883	90
2d Mortgage for \$3,000,000 (gold)	2,015,500	6	May & Nov.	"	1891	....	Burlington and Southwestern:						
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6	Jan. & July.	"	1888	61	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
1st Mort. (Central Div.) gold.....	1,190,000	6	May & Nov.	"	1891	....	Cairo and Fulton (Arkansas):						
1st Mort. (Central Div.) L. G.....	794,000	6	"	"	1901	....	1st Mort. (R. R. and lands) S. F.....	8,000,000	7	Jan. & July.	New York.	1891	....
Equipment Bonds.....	763,000	10	June & Dec.	"	1883	....	Cairo and St. Louis (3 ft. gauge):						
Income Bonds (for funding).....	529,600	6	"	"	1883	....	1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
Land Debentures.....	600,000	10	J. A. J. & O.	"	1884	....	Cairo and Vincennes:						
Atlantic and St. Lawrence:							1st Mortgage, gold.....	3,500,000	7	April & Oct.	N. Y. & Lond.	1909	....
Sterling bond (not Mort.) of 1853.	484,000	6	May & Nov.	L	1878	....	2d Mortgage.....	1,500,000	7	Jan. & July.	"	1898	....
2d Mortgage (sterling) of 1864.....	1,500,000	6	April & Oct.	"	1884	....	California Pacific:						
3d Mortgage (sterling) of 1871.....	713,000	6	May & Nov.	"	1891	....	1st Mortgage, sinking fund.....	2,250,000	7	Jan. & July.	New York.	1889	....
Portland City Bonds, 1st M., s. f.	787,000	6	"	Portland.	1886	....	Extension, or 2d Mortgage.....	3,500,000	7	"	"	1889	....
Bald Eagle Valley:							First Income bonds.....	1,000,000	10	"	"	....	....
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	2d Income " or double track b'ds	1,600,000	6	"	"	....	....
2d Mortgage.....	100,000	7	"	"	1884	....	Camden and Amboy:						
Baltimore and Ohio:							Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	104
Loan of 1860-80.....	579,500	6	Jan. & July.	Baltimore.	1880	104	Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	101
Loan of 1863-86.....	1,710,000	6	April & Oct.	"	1885	102	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	105
Loan of 1865-90 (Balt.) skg. fd.	3,353,023	6	Jan. & July.	"	1889	....	Stearns Loan, S. F. (\$202,000).	1,286,080	6	Feb. & Aug.	London.	1886	....
Loan of 1870-95 (etc.) skg. fund.	3,338,956	6	March & Sept.	London.	1896	....	Union and Atlantic:						
Loan of 1872-1902 (etc.) S. F.....	9,198,852	6	"	"	1902	....	1st Mortgage.....	490,000	7	Jan. & July.	Philadelphia.	1886	105
Loan of 1874-1910 (etc.) S. F.....	9,578,000	6	May & Nov.	"	1910	....	2d Mortgage.....	509,000	7	April & Oct.	"	1879	104
Baltimore and Potomac:							Camden and Burlington County:						
1st Mort. (Tunnel) gold guar.....	1,400,000	6	Jan. & July.	Baltimore.	1911	....	Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	96
1st Mortgage (R. R.) gold guar.....	3,000,000	6	April & Oct.	"	1911	....	Canada Southern:						
Bangor and Piscataquis:							1st Mort. (skg. fd.) g'd for \$9,000,000	9,000,000	7	Jan. & July.	New York.	1908	67
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1899	....	Cape Girardeau and State Line:						
1st Mort. (Bangor loan) exten'n	120,000	7	"	"	1901	....	1st Mortgage (gold).....	1,000,000	7	Jan. & July.	....	1891	....
Bay City and East Saginaw:							Cape May and Millville:						
1st Mort. guar. by F. & P. Mrg. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	95
Bedford and Bridgeport:							Carbondale and Shawneetown:						
1st Mortgage.....	1,000,000	7	April & Oct.	Philadelphia.	1892	....	1st Mortgage.....	300,000	7	Jan. & July.	....	1902	....
Belast and Moosehead Lake:							Carolina Central:						
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1922	75
Belleville and Snow Shoe:							2d Mortgage-Income Bonds.....	3,000,000	7	April & Oct.	"	1914	....
1st Mortgage.....	90,000	6	"	Philadelphia.	1883	....	Carthage and Burlington:						
Belfontaine and Indiana:							1st Mort., guar. by C. B. and Q.	472,500	6	May & Nov.	New York.	1879	107
1st Mort. ass'd by C. C. C. & I.	453,000	7	Jan. & July.	New York.	1899	....	Ontawissa:						
Belleville and Southern Illinois:							1st Mortgage (old).....	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mort. guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	91	1st Mortgage (new).....	1,300,000	7	"	"	1900	108
Beloit and Madison (C. & N. W.):							Chattel Mortgage.....	209,850	5	May and Nov.	"	'98-'99	....
1st Mortgage (guaranteed).....	284,000	7	Jan. & July.	New York.	1888	....	Cayuga Lake:						
Belvidere Delaware:							1st Mortgage.....	800,000	7	June and Dec.	New York.	1901	98
1st Mortgage ( guar by C. & )	1,000,000	6	June & Dec.	New York.	1877	102	Canzenovia and Canastota:						
2d Mortgage " A. Co. and	497,500	6	March & Sept.	Philadelphia.	1885	99	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1900	....
3d Mortgage " Penn. R. E. Co.	745,000	6	Feb. & Aug.	"	1887	97	Cedar Falls and Minnesota:						
Bingham Canyon & Camp Floyd:							1st Mort. (C. F. to Waverly).....	198,000	7	April & Oct.	New York.	1884	69
1st Mortgage.....	240,000	8	Jan. & July.	....	1903	....	1st Mort. (W. to Minn. Line).....	1,334,000	7	Jan. & July.	"	1907	....



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.		Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.		Amount.	Rate.	Interest Payable.		Due.	Price.
				When.	Where.							When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.)		\$						Chicago, Iowa and Nebraska:		\$					
1st Mortgage, 1st Div. \$10,000pm		700,000	7	Feb. & Aug.	New York.	1891	....	2d Mort. (now 1st) guar. C. & N.W.		582,240	7	Jan. & July.	Boston.	1880	....
1st Mortgage 2d Div. \$10,000p.m.		582,000	7	" "	" "	1894	94	2d Mort. (now 2d) guar. C. & N.W.		211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 3d Div. \$14,000 p.m.		2,400,000	7	May & Nov.	" "	1916	94	Chicago and Milwaukee Railway:							
Central Branch Union Pacific:								1st Mort., guar. by C. and N.W.		1,700,000	7	Jan. & July.	New York.	1898	104
1st Mort. (Atch. & Pike's Peak).		1,600,000	6	May & Nov.	New York.	1895	....	Chicago and Mich. Lake Shore:							
2d Mortgage Governm't security.		1,900,000	6	Jan. & July.	" "	1895	....	1st Mortgage.....		477,000	8	March & Sept.	Boston.	1889	....
Central of Georgia:								1st Mortgage.....		5,500,000	8	Jan. & July.	" "	1890	....
General Mort. for \$5,000,000....		2,287,000	7	Jan. & July.	N.Y. & Savan.	1893	....	1st Mortgage.....		1,350,000	8	May & Nov.	" "	1891	....
Macon & West. (Atlanta D.) b'ds		150,000	7	April & Oct.	Savannah.	1880	....	1st Mortgage (on Branch).....		1,325,000	8	March & Sept.	" "	1892	....
Central of Iowa:								Chicago, Milwaukee and St. Paul:							
1st Mortgage, gold, \$16,000 p.m.		3,700,000	7	Jan. & July.	New York.	1899	....	1st Mort. (Mil. and St. Paul R'y)		5,909,000	7	Jan. & July.	New York.	1893	104
2d Mortgage, gold, \$4,000 p. m.		925,000	7	April & Oct.	" "	1891	....	2d Mort. ( " )		1,191,000	7	April & Oct.	" "	1894	98
Central of L. I. (Fluah, N.C. & C.)								1st Mort. (Chic. and Mil. Div.)		2,500,000	7	Jan. & July.	" "	1903	100
1st Mortgage.....		1,275,000	7	May & Nov.	New York.	1889	....	1st Mort. (East. Div. Palmer.)		547,000	8	May & Nov.	" "	1874	....
Central of New Jersey:								1st Mort. (Iowa and Minn. Div.)		3,810,000	7	Jan. & July.	" "	1897	95
Convertible bonds of 1872.....		4,475,000	7	May & Nov.	New York.	1902	100	1st Mort. (Minnesota Central.)		190,000	7	" "	" "	1894	....
1st Mort. (New) for \$5,000,000....		5,000,000	7	Feb. & Aug.	" "	1890	110	1st Mort. (St. Paul Division.)		4,000,000	7	" "	" "	1902	103
Newark Branch Bonds.....		600,000	7	Jan. & July.	" "	1887	....	1st Mort. (Iowa and Dak. Div.)		837,000	7	" "	" "	1899	93
Loan of Loh. C. & Nav. Co. (Gu'd)		2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	1st Mort. (Prairie du Chien Div.)		3,674,000	8	Feb. & Aug.	" "	1898	116
Consol. Mort. for \$25,000,000....		11,000,000	7	" "	New York.	1899	105	2d Mort. ( " )		1,315,000	7.3	" "	" "	1899	99
Central Ohio (B. and O.)								1st Mort. (Hast. and Dak. Div.)		467,000	7	Jan. & July.	" "	1902	89
1st Mortgage guaranteed.....		2,500,000	6	March & Sept.	Baltimore.	1890	97	1st Mort. (Mil. and Western)...		234,000	7	Jan. & July.	" "	1891	....
Central Pacific of California:								Real Estate Purchase.....		148,500	7	" "	" "	1883	....
1st Mort., 30 years bonds, (gold).		25,781,000	6	Jan. & July.	New York.	1895-99	109	Equipment and Bridge Bonds...		245,000	10	June & Dec.	" "	1883	....
Convertible 30 years bonds, (gold)		1,438,000	7	" "	" "	1883	104	Consol. Mort. for \$85,000,000....		2,154,000	7	Jan. & July.	" "	1905	93
State Aid B'ds (Int. by State) gold		1,500,000	7	" "	Sacramento.	1884	112	Chicago and Northwestern:							
2d Mort. (Governm't Subsidy)		25,985,000	6	" "	U.S. Treasury	1895-99	109	Preferred sinking fund (193 m.)		1,288,700	7	Feb. & Aug.	New York.	1885	107
1st Mort. (Western Pacific) gold		2,735,000	6	" "	New York.	1899	102	General 1st Mortgage (193 m.) ..		3,578,000	7	" "	" "	1885	106
1st Mort. (Calif. & Oregon) gold		7,291,000	6	" "	" "	1888	94	Funded coupons (193 m.).....		740,300	7	May & Nov.	" "	1883	103
1st Mort. (S. Fr. & Okla. & Ala.)		500,000	6	" "	" "	1890	....	Appleton Ext. (23 m. & 75,000 ac.)		145,000	7	Feb. & Aug.	" "	1885	90
1st Mort. (San Joaquin V.D.) gold		6,093,000	6	April & Oct.	" "	1890	93	Green Bay Ext. (20 m. & 75,000 a.)		265,000	7	" "	" "	1885	90
Land bonds (Gen. Pac. Co.) gold		9,049,000	6	" "	" "	1890	99	1st Mort. (Gal. & Chi. U.) 248 m.		1,092,000	7	" "	" "	1882	107
Central Vermont:								Elgin and State Line.....		122,000	6	Jan. & July.	" "	1878	....
1st Mort., Consol. (Vt. Central.)		3,000,000	7	May & Nov.	Boston.	1886	11	Mississippi River Bridge.....		186,000	7	" "	" "	1884	....
2d Mort., Consol. ( " )		1,500,000	7	June & Dec.	" "	1891	4	1st Mortgage (Peninsula).....		328,000	7	March & Sept.	" "	1898	101
1st Mort. (Stan. Sheff. and Ch.)		500,090	7	Jan. & July.	" "	1887	55	Consol. skg fund (C. & N.W. R'y)		4,277,000	7	F. M. A. & N.	" "	1916	103
Income and Extension Bonds.....		1,008,400	6	May & Nov.	" "	1902	60	General Consol. Gold Bonds...		9,758,000	7	June & Dec.	" "	1902	93
Equipment Mort. (Vt. Central)		1,000,080	8	" "	" "	1876-77	60	1st Mort. S. F. (Madison Exten.)		3,150,000	7	April & Oct.	" "	1911	....
Equipment Mort. ( " )		1,000,000	8	" "	" "	1889	60	1st Mort. S. F. (Menominee Ext.)		2,700,000	7	June & Dec.	" "	1911	....
Bonds, guar. (Vt. and Canada)		1,000,000	6	Jan. & July.	" "	1891	60	2d Mort. (Mil. & Chi. R. R.) guar.		2,000	7	" "	" "	1898	....
Mississippi R.R. ( " )		500,000	7	" "	" "	1891	39	1st Mort. (Chic. & Mil. R. W.) guar		1,700,000	7	Jan. & July.	" "	1898	104
Cent. Vt. (Vt. & Can. Mort.) b'ds		3,000,000	6	March & Sept.	" "	1904	....	1st Mort. (Bel. & Mad. R. R.) guar		234,000	7	" "	" "	1888	....
Charleston and Savannah:								Chicago, Portage and Superior:							
1st Mortgage guar. by State.....		505,000	6	March & Sept.	Charleston.	1877	....	1st M. & L. (Chi. & N. Pac. Air-L.)		25,000pm	7	June & Dec.	New York.	1902	....
Funded Interest on 1st Mort.		157,400	7	" "	" "	1889	....	Chicago, Omaha and St. Joseph:							
Charlotte, Columbia & Augusta:								1st Mortgage for \$5,000,000....		.....	8	April & Oct.	New York.	1901	....
1st Mortgage.....		2,000,000	7	Jan. & July.	New York.	1896	....	Chicago and Paducah (C. B. & Q.)							
Chattanooga:								1st Mortgage \$25,000 p. m. gold.		2,304,000	7	Jan. & July.	Boston.	1908	....
1st Mort., guar. by Penna.....		500,000	7	April & Oct.	Philadelphia.	1901	....	Chl. Pekin & Southw'n (C.B. & Q.)							
Cheraw and Darlington:								1st Mortgage for \$10,000 per mile		700,000	8	Feb. & Aug.	New York.	1901	....
1st Mortgage dated Jan. 1, 1871.		141,000	8	April & Oct.	Charleston.	1888	....	Chicago, Rock Island and Pacific:							
2d Mortgage dated Jan. 1, 1869.		75,000	7	Jan. & July.	" "	1888	....	1st Mortgage skg. fund.....		9,000,000	7	Jan. & July.	New York.	1896	111
Cherry Valley, Sharon and Alb.:								Chl. & Southw'n (C. B. & Q.)							
1st Mort. con. guar. by A. & S. Co.		300,000	7	June & Dec.	New York.	1899	....	1st Mort. gold, tax free, guar.		5,000,000	7	May & Nov.	New York.	1889	....
Cheapeake and Ohio:								1st Mortgage gold (Atchison Br.)		1,000,000	7	June & Dec.	" "	1901	....
1st M. (gold) skg fd for \$15,000,000		15,000,000	6	May & Nov.	New York.	1899	29	Chicago, Wisconsin & Canada:							
1st Mort. Extension (con. or reg)		5,425,000	7	Jan. & July.	" "	1902	....	1st Mort. gold, skg fd for \$410,000		.....	7	Jan. & July.	New York.	1902	....
1st Mort. (Va. Cen.) guar. by Va.		100,000	6	" "	" "	1880	....	Chicago and Superior:							
2d Mort. ( " ) coupon.....		902,000	6	" "	" "	1884	....	1st Mortgage (Mad. & Portage) g'd		600,000	7	April & Oct.	New York.	1900	....
Income ( " ) coupon.....		300,000	8	" "	" "	1876	....	1st Mortgage (gold) for \$5,000,000		.....	7	Jan. & July.	" "	1902	....
Funded Interest, coupon.....		180,600	8	" "	" "	1877	....	Chillicothe and Brunswick:							
Cheshire:								1st Mort. guar. by St. L., K. C. & N.		500,000	8	Jan. & July.	New York.	1894	....
Coupon bonds (no Mort.).....		773,800	6	Jan. & July.	Boston.	1877-80	90	Cincinnati, and Baltimore:							
Chester Creek (Phil. & Balt. Cent.)								1st Mort. guar. by B. & O. & M. & C.		322,000	7	Jan. & July.	Baltimore.	1900	100
1st Mort., guar. by P. W. & B.		184,000	6	Jan. & July.	Philadelphia.	1903	....	Cincinnati, Hamilton and Dayton:							
Chester and Tamarac:								1st Mortgage of 1863.....		1,250,000	7	May & Nov.	New York.	1880	....
1st Mortgage.....		600,000	7	May & Nov.	New York.	1901	....	2d Mortgage of 1865.....		500,000	7	Jan. & July.	" "	1885	....
Chicago and Alton:								3d Mortgage of 1867.....		500,000	8	June & Dec.	" "	1877	....
1st Mortgage, pref. sinking fund.		25,000	7	May & Nov.	New York.	1877	107	Cincinnati, Ham. & Ind. (C. H. & D.)							
2d Mortgage Income.....		2,400,000	7	Jan. & July.	" "	1893	118	1st Mort. guar. for \$2,500,000....		1,846,000	7	Jan. and July.	New York.	1903	....
1st Mortgage Income.....		1,100,000	7	April & Oct.	" "	1883	104	Cincinnati, Lafayette and Chi.:							
Consol. Bonds (\$200 stg. each).		3,932,200	6	Jan. & July.	London.	1903	....	1st Mortgage.....		1,120,000	7	March & Sept.	New York.	1901	84
1st Mort. (St. L. & C.) assumed		564,000	7	April & Oct.	New York.	1894	102	Consolidated Mortgage.....		471,000	7	June & Dec.	" "	1914	....
2d Mort. ( " )		185,000	7	Jan. & July.	" "	1898	....	1st Mort., guar. by I. C. & La. F.		400,000	7	Feb. & Aug.	New York.	1905	....
1st Mort. (Louisiana and Mo.)		4,200,000	7	Feb. & Aug.	" "	1900	92	Cincinnati & Muskingum Valley:		1,500,000	7	Jan. and July.	New York.	1901	....
Chicago, Burlington and Quincy:								1st Mortgage.....							
Trust Mortgage skg fund		3,571,000	8	Jan. & July.	New York.	1883	114	Cincinnati, Richmond & Chicago:							
Trust Mortgage, skg fund conv.		176,000	8	" "	" "	1883	....	1st Mortgage guar. by C. H. & D.		500,000	7	Jan. and July.	New York.	1895	



## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa. Co.):	\$ 600,000	7	Jan. and July	New York.	1913	100	Detroit & Bay City (Mich. Cent.):	\$ 2,350,000	8	May and Nov.	New York.	1902	94
Construction and Equip. bonds.	1,096,000	8	"	"	1892	104 1/2	1st Mort. (\$424,000 guar.)	1,825,000	8	Jan. & July.	New York.	1891	100
4th (now 3d) Mortgage guar.	1,487,000	7	May & Nov.	"	1900	108	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.	1,000,000	7	Jan. & July.	New York.	1880	105	1st Mortgage for \$22,000 p.m.	1,170,000	8	June & Dec.	New York.	1890	100
Clev. Painesville & Ashtabula:	1,000,000	7	April & Oct.	"	1892	105 1/2	2d Mortgage, (coupon) guar.	300,000	8	Jan. & July.	"	1881	100
Regist'd bonds (ass'd by L.S. & M.S.)	1,000,000	7	Jan. & July.	New York.	1880	105	Detroit, Hillsdale and Indiana:						
3d Mortgage ( " )	860,000	7	April & Oct.	"	1886	103 1/2	1st Mort. \$16,000 p. m. guar.	3,219,000	8	April & Oct.	Boston.	1896	100
Cleveland and Toledo:	1,595,000	7	Jan. & July.	New York.	1885	108 1/2	1st Mortgage (on Branches)	875,000	8	June & Dec.	"	1897	100
2d Mortgage ( " )	860,000	7	April & Oct.	"	1886	103 1/2	2d Mortgage	1,369,000	8	Feb. & Aug.	"	1893	44
Colebrookdale:							1st Mort. (Lonia and Lansing)	770,000	8	Jan. & July.	New York.	1889	100
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	100	2d Mort. ( " )	81,000	8	May & Nov.	"	1880	100
Colorado Central (3 ft. gauge):							Detroit & Milwaukee (Gt. W. of Can.):	2,500,000	7	May & Nov.	New York.	1875	100
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	100	1st Mortgage, (D. & M.R.)	1,000,000	7	"	"	1875	100
Columbus, Chicago & Ind. Cent.:							2d Mortgage ( " )	625,924	7	Jan. & July.	"	1875	100
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1908	43	1st Funded Coup. (D. & M.R.R.)	975,734	7	May & Nov.	"	1875	100
2d Mortgage skg fund.	5,582,400	7	Feb. & Aug.	"	1909	12	2d Funded Coup. ( " )	150,000	7	April & Oct.	"	1875	100
Income convertible.	3,893,000	7	"	"	1890	100	1st Mort. (Detr. & Pontiac R.R.)	100,000	7	Jan. & July.	"	1876	100
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	"	1893-96	65	2d Mort. ( " )	250,000	8	Feb. & Aug.	"	1886	100
2d Mort. ( " )	344,400	7	Jan. & July.	"	1890	100	3d Mort. ( " )	110,000	7	March & Sept.	"	1886	100
1st Mort. (Cin. and Chl. Air-L.)	194,100	7	Feb. & Aug.	"	1890	100	Bonds of Sept. 1, 1866	1,702,317	6 7/8	Jan. & July.	"	1886	100
1st M. s.f. ( " )	39,650	7	May & Nov.	"	1896	100	Bonds of June 30, 1866	924,000	7	Feb. & Aug.	New York.	1876	102 1/2
1st Mort. (Col. and Ind. Cent.)	2,682,000	7	Jan. & July.	"	1904	100	1st Mortgage Aug. 1, 1866	753,000	8	Jan. & July.	New York.	1889	101 1/2
2d Mort. ( " )	821,000	10	May & Nov.	"	1904	100	Dubuque and Sioux City:						
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	"	1883	100	1st Mortgage tax free	882,000	7	Jan. & July.	New York.	1883	106 1/2
2d Mortgage (Ind. Central)	666,500	7	"	"	1882	100	Dubuque Southwestern:						
1st Mort. (Tol. Logansport & Bur.)	654,500	7	Feb. & Aug.	"	1884	100	1st Mortgage	450,000	7	April & Oct.	New York.	1883	100
Income ( " )	74,024	7	"	"	1905	100	1st Mortgage, preferred	75,500	7	Jan. & July.	"	1883	100
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	"	1905	100	Dunkirk, Allegheny Val. & Pittsb.:						
Columbus, Springfield and Cin.:							1st Mortgage (gold)	1,200,000	7	June & Dec.	New York.	1900	100
1st M. (assumed by Cin., S. & G.)	1,000,000	7	March & Sept.	New York.	1901	100	Dutchess and Columbia:						
Columbus and Hocking Valley:							1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1903	100
1st Mortgage skg fund.	1,500,000	7	April & Oct.	New York.	1897	100	East Alabama and Cincinnati:						
1st M. on Branch (2d on main)	300,000	7	Jan. & July.	"	1880	100	1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	"	1890	100
General Mortgage	634,000	7	"	"	1892	100	East Brandywine & Waynesboro:						
Columbus and Xenia:							1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1895	100
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	100	East Pennsylvania (Ph. & Rdg.):						
Connecticut and Passumpsic Riv.:							1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1883	105 1/2
New Mortgage for \$1,500,000	370,500	7	April & Oct.	Boston.	1893	95	East Tennessee, Virginia & Ga.:						
1st Mortgage sinking fund	239,500	6	June & Dec.	"	1876	99 1/2	1st Mort. skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	92 1/2
Coupon Notes	607,500	7	"	"	76-81	97 1/2	2d Mortgage	190,000	4	"	"	1882-87	100
1st Mort. (Massachusetts) guar. gold	400,000	6	Jan. & July.	"	1876	96	Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1886	100
Connecticut River:							Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1886	100
1st Mortgage skg fund	250,000	6	March & Sept.	Boston.	1873	100	Company Bonds (E.T. & Ga., old)	635,000	6	"	"	1886	100
Connecticut Valley:							Company Bonds ( " new)	135,400	8	"	"	1876	100
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	100	Eastern (Mass.):						
Connecticut Western:							1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1876	50
1st Mortgage tax free	2,674,000	7	Jan. & July.	N. Y. & Bost.	1900	100	Loan of 1865	160,000	6	April & Oct.	"	1885	100
Connecting (Philadelphia):							Loan of 1867	950,000	7	March & Sept.	"	1887	58 1/2
1st Mort. ABCD & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1.23.4	100 1/2	Loan of 1868	1,000,000	6	March & Sept.	"	1888-89	100
Cooperstown and Susq. Valley:							Loan of 1869	500,000	6	May & Nov.	"	1889	100
1st Mortgage	100,000	7	March & Sept.	New York.	1889	100	Ten year coupon notes	1,163,000	7	"	"	1882	40 1/2
Cowanesque Valley:							Ten year coupon notes	2,518,500	7	"	"	1883-84	40 1/2
1st Mortgage, gold	95,000	7	Jan. & July.	New York.	1902	100	Sinking Fund Bonds	2,000,000	7	May & Nov.	"	1884	49 1/2
2d Mortgage	160,000	7	May & Nov.	"	1882	100	Sterling Sink. Rd. Bonds	2,878,048	6	March & Sept.	London.	1893	100
Cumberland & Penn. (Consol. Coal):							Eastern Shore (Md.):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	100	1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mortgage, sinking fund	648,000	6	May & Nov.	"	1888	100	2d Mortgage	200,000	6	April & Oct.	"	1886	100
Cumberland Valley:							Elizabethtown and Paducah:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	100	1st Mortgage convertible	3,000,000	8	March & Sept.	New York.	1890	100
2d Mortgage	109,500	8	"	"	1908	100	Elmira and Williamsport (N. Cen.):						
Plain bonds	81,800	6	"	"	1884	100	1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	104 1/2
Danbury and Norwalk:							Income Mortgage guaranteed	570,000	6	April & Oct.	"	1882	91 1/2
Mortgage Bonds of 1870	100,000	7	Jan. & July.	New York.	1880	100	Erie Railway:						
Mortgage Bonds of 1870	200,000	7	"	"	1890	100	1st Mortgage, extended	2,483,000	7	May & Nov.	New York.	1897	104 1/2
Mortgage Bonds of 1872	200,000	7	"	"	1892	100	2d Mortgage	2,174,000	7	March & Sept.	"	1879	103 1/2
Danv. Hazleton & Wilkesbarre:							3d Mortgage	4,552,000	7	"	"	1883	103 1/2
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	40	4th Mortgage convertible	2,937,000	7	April & Oct.	"	1890	102 1/2
2d Mortgage	300,000	7	"	"	1888	100	5th Mortgage convertible	709,500	7	June and Dec.	"	1888	106 1/2
Danv. Urb. Bloomington & Pekin:							Buffalo Branch, 1st mortgage	182,500	7	Jan. & July.	"	1891	100
1st Mortgage	2,000,000	7	April & Oct.	New York.	1909	100	Sterling loan (\$1,000,000) conv.	4,590,000	6	March & Sept.	London.	1875	100
Davenport and St. Paul:							1st Consol. Mort. for \$30,000,000	12,076,000	7	"	N.Y. & London.	1920	100
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7	April & Oct.	New York.	1911	100	2d Consol. Mort. for \$40,000,000	14,400,000	7	June and Dec.	London.	1894	100
Dayton and Michigan (O.H. & D.):							Convertible bonds	10,000,000	7	J. A. J. and O.	London.	1903	100
1st Mortgage sinking fund guar.	1,555,000	7	Jan. & July.	New York.	1881	100	Erie and Pittsburg (Penn.):						
2d Mortgage, guar.	441,000	7	March & Sept.	"	1884	100	1st Mortgage	292,200	7	Jan. & July.	New York.	1882	100
3d Mortgage, guar.	356,000	7	April & Oct.	"	1888	100	2d Mortgage	92,800	7	April & Oct.	"	1890	100
Toledo Depot bonds guar.	106,500	7	March & Sept.	"	1890-94	100	Consolidated Mortgage	2,192,000	7	Jan. & July.	"	1896	100
Dayton and Union:							Equipment Mortgage	750,000	7	April & Oct.	"	1890	100
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1875	100	European & N. American (Me.):						
2d Mortgage	135,000	7	June & Dec.	"	1879	100	Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N.Y. & Lond.	1894	100
Income Bonds	252,445	6	"	"	1879	100	1st L.M. (& 1st on 50, & 2d on 55m)	2,000,000	6	March & Sept.	"	1899	100
Dayton and Western (L. M. R.R.):							New Mortgage for \$6,000,000						
1st Mortgage (assumed)	142,000	7	March & Sept.	New York.	1881	100	Evansville and Crawfordsville:						



## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	110
Flushing, North Side and Central:							2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	104
1st Mort. (Flush'g and N. Side).....	1,825,000	7	May & Nov.	New York.	1901	....	Consolidated Mortgage.....	1,375,000	7	April & Oct.	"	1895	60
1st Mort. (Central of L. I.).....	1,275,000	7	"	"	1889	....	<b>Illinois Central:</b>						
1st Mort. (Cent. R. R. Ext'n.).....	200,000	7	May and Nov.	"	1903	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	....
1st Mort. (North Shore).....	125,000	7	Feb. & Aug.	"	1887	....	General Mortgage for \$15,000,000	2,500,000	6*	"	London.	1895	....
Sterling Loan.....	1,500,000	6*	"	London.	....	....	Sterling Bonds, Sinking Fund..	4,702,000	6*	"	"	1903	....
<b>Fonda, Johnston &amp; Gloversville:</b>							<b>Illinois Grand Trunk (C. B. &amp; Q.):</b>						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage guaranteed.....	933,000	8	April & Oct.	Boston.	1890	110
<b>Fort Wayne, Jackson &amp; Saginaw:</b>							<b>Indiana and Illinois Central:</b>						
1st Mortgage, traffic guarantee.....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
2d Mortgage (Equipment).....	600,000	8	April & Oct.	"	1881	....	<b>Indiana North and South:</b>						
<b>Fort Wayne, Muncie &amp; Cin.:</b>							1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	<b>Indianapolis, Blooming. &amp; West:</b>						
2d Mortgage.....	500,000	8	"	"	1896	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	23
<b>Framingham and Lowell:</b>							1st Mortgage Extension gold...	5,500,000	7*	Jan. & July.	"	1912	....
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	90	2d Mortgage.....	1,500,000	8	"	"	1890	111
2d Mortgage.....	150,000	8	"	"	1883	89	<b>Indianapolis and Madison:</b>						
<b>Frederick and Pennsylvania Line:</b>							1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	<b>Indianapolis &amp; Vincennes:</b>						
<b>Fremont, Elkhorn &amp; Mo. (S.C. &amp; P.):</b>							1st Mortgage guar. by Pa. Co....	1,700,000	7	Feb. & Aug.	New York.	1903	76
1st Mortgage.....	600,000	7	April & Oct.	"	1901	....	2d Mortgage guar. by Pa. Co....	1,450,000	6	May & Nov.	"	1900	....
<b>Galena &amp; Chic. Union (C. &amp; N. W.):</b>							<b>International and Gt. Northern:</b>						
1st Mortgage.....	1,602,000	7	Feb. & Aug.	New York.	1882	107	1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	70
2d Mortgage.....	43,000	7	May & Nov.	"	1875	102	Convertible B'ds.....	1,473,000	8	Feb. & Aug.	"	1892	....
<b>Galv., Harrisburg &amp; San Antonio:</b>							1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7	Jan. & July.	"	1900	65
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Convert. B'ds.....	1,677,000	8	Feb. & Aug.	"	1892	....
<b>Galveston, Houston &amp; Henderson:</b>							<b>Indianapolis, Cin. and Lafayette:</b>						
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	82	1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
<b>Geneva, Ithaca and Athens:</b>							1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, s.f. id. guar.....	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	78-83	....
<b>Georgia (and Banking):</b>							Equipment Bonds, registered...	375,000	10	"	"	1883	86
Company bonds (debentures).....	564,500	7	Jan. & July.	Augusta	75-90	....	1st Mort. (Ind'polis & Cin.) 1898.	1,600,000	7	April & Oct.	"	1888	....
<b>Hillman, Olinnton &amp; Springfield:</b>							1st Mort. (Cin. & Indiana).....	493,000	7	June & Dec.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	2d Mort. ( " " " " ) guar.	1,497,000	7	Jan. & July.	"	1912	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	<b>Indianapolis and St. Louis:</b>						
<b>Hoschen and Deckertown (Erie):</b>							1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	1,000,000	7	March & Sept.	"	1919	....
<b>Grand Rapids &amp; Indiana:</b>							2d Mortgage.....	1,000,000	7	April & Oct.	"	1900	....
1st Mortgage L. G. guar. gold...	4,000,000	7*	Jan. & July.	New York.	1899	....	Equipment Mortgage.....	375,000	10	Jan. & July.	"	1881	81
1st Mort. L. G. not guar. gold...	3,224,000	7*	April & Oct.	"	1899	....	<b>Ionia and Lansing (D. L. &amp; L. M.):</b>						
<b>Grand River Valley (Mich. C.):</b>							1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	....
1st Mort., assumed by Lessee.....	1,000,000	8	Jan. & July.	New York.	1886	94	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
2d Mortgage, guar. by Lessee.....	500,000	8	March & Sept.	"	1879	85	<b>Iowa Falls and Sioux City:</b>						
<b>Grand Trunk (Ca.):</b>							1st Mortgage.....	2,900,000	7	April & Oct.	New York.	1917	....
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	<b>Iowa Midland (C. &amp; N. W.):</b>						
Equipm't Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mort. \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	97
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	<b>Ironton (Penn.):</b>						
1st Preference Bonds \$3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
2d Preference Bonds \$2,327,508	11,639,040	4*	"	"	"	....	<b>Ithaca and Athens (Penn.):</b>						
3d Preference Bonds \$7,163,910	35,819,550	4*	"	"	"	....	1st Mortgage gold, s.f. fund....	600,000	7*	Jan. & July.	New York.	1890	102
Provincial Debenture's \$3,111,500	15,567,500	....	"	Ottawa.	....	....	<b>Jackson, Lansing &amp; Saginaw (MO):</b>						
<b>Great Western of Canada:</b>							1st Mortgage guar.....	1,317,000	8	Jan. & July.	New York.	1885	93
Mortgage Bonds \$127,000.....	635,000	8	Jan. & July.	London.	1876	....	1st Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	"	1890	85
Mortgage Bonds \$547,000.....	2,735,000	5*	April & Oct.	"	77-78	....	2d Mortgage guar.....	168,000	8	March & Sept.	"	1878	....
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Consolidated Mortgage (236 m.)	1,968,000	8	"	"	1891	78
Debenture Bonds \$1,743,160...	8,716,800	5	Jan. & July.	"	Perp.	....	<b>Jacksonville, North West &amp; S. East:</b>						
<b>Great Western Railway of 1859:</b>							1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	92	<b>Jacksonville, Pennac. and Mobile:</b>						
2d Mort., " " " " " "	2,500,000	7	May & Nov.	"	1893	66	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
<b>Green Bay and Minnesota:</b>							2d Mortgage.....	3,000,000	8	"	"	1899	....
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	"	1900	....	<b>Jamestown &amp; Frank. (L.S. &amp; M.S.):</b>						
<b>Greenville and Columbia:</b>							1st Mortgage guaranteed.....	443,000	7	Jan. & July.	New York.	1897	....
1st Mortgage guar. by S. Car....	1,428,546	7	Jan. & July.	Columbia.	81-86	....	2d Mortgage guaranteed.....	509,000	7	June & Dec.	"	1894	....
1st Mortgage not guaranteed.....	378,766	7	"	"	81-86	....	<b>Jefferson (Erie):</b>						
<b>Greenwich and Johnsonville:</b>							1st Mort. (Hawley Section).....	204,000	7	Jan. & July.	New York.	1887	80
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	2d Mort. ( " " " " ).....	84,000	7	"	"	1889	....
<b>Gulf, Western Texas and Pacific:</b>							1st Mort. (Carbondale Section)...	2,000,000	7	"	"	1890	....
1st Mortgage (Construction).....	1,384,000	7*	Jan. & July.	"	1902	....	<b>Jeffersonville, Madison &amp; Indian:</b>						
<b>Hannibal and Naples (T. W. &amp; W.):</b>							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1888	35	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
<b>Hannibal &amp; Cent. Mo. (T. W. &amp; W.):</b>							<b>Jersey City and Albany:</b>						
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	85	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
2d Mortgage.....	250,000	7	"	"	1892	75	1st Mortgage (Ridgely Park)...	300,000	7	May & Nov.	"	1912	....
<b>Hannibal and St. Joseph:</b>							<b>Joliet and Chicago (C. &amp; Alton):</b>						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	77-94	105	1st Mortgage s.f. fund guar.....	336,000	8	Jan. & July.	New York.	1882	110
Missouri State Loan.....	1,500,000	6	"	"	87-93	105	<b>Junction, Philadelphia:</b>						
Fifteen years' bonds (277 m.)...	3,798,000	6	March & Sept.	"	1885	79	1st Mortgage guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	100
1st Mort. (Q. & Palm R.R. 15 m.)	600,000	8	Feb. & Aug.	"	1892	....	2d Mortgage not guaranteed.....	300,000	6	April & Oct.	"	1900	....
1st Mort. (K. City & Cam. R.R. 55 m.)	1,200,000	10	Jan. & July.	"	1886	92	<b>Kalamazoo, Allegan &amp; Gr. Rapids:</b>						
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	106	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
<b>Harlem Extension:</b>							<b>Kalamazoo and Schoolcraft:</b>						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	1st Mort. assumed by L.S. & M.S.	840,000	8	Jan. & July.	New York.	1888	95
<b>Harrisburg &amp; Lancaster:</b>													



An Asterick (\*) fixed to rate of interest signifies "Payable in Coin."

[illegible]



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (Nor. Pacifc)	700,000	7*	Jan. & July.	New York.	1911	....	N.O. Jack & Gt. N. (N.O. St. L. & C.)	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed.	700,000	7*	Jan. & July.	Detroit.	1890	....	1st Mortgage.....	1,500,000	8	April & Oct.	"	1890	....
Minnesota and North Western:	20,000pm	7*	Jan. & July.	"	1912	....	2d Mortgage for \$3,000,000.....	3,000,000	7*	Jan. & July.	"	1912	....
1st Mort. gold, skg fd & tax free	1,012,500	7	May & Nov.	New York.	'74-'84	....	Consol. Mort. for \$3,000,000.....	3,000,000	7*	Jan. & July.	"	1912	....
Mississippi Cent. (N.O. St. L. & Chi.)	2,000,000	8	Feb. & Aug.	"	1885	....	New Orleans, Mobile and Texas:	4,000,000	7*	Jan. & July.	N.Y. & Lond.	1915	....
1st Mortgage.....	2,000,000	8	Feb. & Aug.	"	1885	....	1st Mort. (Mobile to N. Orleans)	7,250,000	8	"	"	1915	....
2d Mortgage.....	3,708,500	7*	May & Nov.	"	1912	....	1st Mort. (N. Orleans to Texas)	2,825,000	8	"	"	1915	....
General Mort. for \$3,000,000 gold	2,040,000	7*	Jan. & July.	"	1900	....	2d Mort. endorsed by Louisiana.	6,617,500	7*	Feb. & Aug.	N.Y. or Lond.	1903	....
Mississippi, Ouachita & Red Riv.	660,000	7	April & Oct.	Memphis.	1876	....	New York, Boston and Montreal:	4,000,000	6*	May & Nov.	London.	1904	....
1st Mortgage gold.....	1,254,000	8	Jan. & July.	"	'81-'93	....	1st Mortgage for \$12,250,000.....	5,936,628	6	May & Nov.	New York.	1883	1024
Mississippi and Tennessee:	430,547	6	"	"	"	....	New York & Canada (D. & H.C.)	1,514,000	7	Feb. & Aug.	"	1876	103
1st Mortgage.....	800,000	7	Feb. & Aug.	New York.	1902	....	1st Mort. for \$800,000, guar.....	74,500	6	May & Nov.	"	1883	....
Consolidated Mortgage.....	2,000,000	7*	June & Dec.	"	1910	....	Bonds for debts assm'd (N.Y.C.)	592,000	6	"	"	1883	1024
Tennessee State Loan.....	3,220,000	6*	Jan. & July.	New York.	1899	....	Bonds for R.R. Stocks ( " )	162,000	6	"	"	1883	1024
Mississippi Valley and Western:	382,000	7*	June & Dec.	"	1903	....	Bonds for Real Estate ( " )	2,431,000	6	June & Dec.	"	1887	106
1st Mortgage \$20,000 p. m.	10,418,000	7*	Feb. & Aug.	"	1904	55	2d Mort. (Hudson River) S. F.	1,794,000	7	April & Oct.	"	1886	114
Missouri, Iowa and Nebraska:	2,500,000	7	"	"	1905	....	Bonds of 1871, tax free.....	1,960,000	7	April & Oct.	"	1891	....
1st Mortgage gold, sinking fund.	600,000	7	"	"	1906	....	1st Mort., coup. } for \$30,000,000	3,904,000	7	Jan. & July.	"	1903	120
Missouri, Kansas and Texas:	5,000,000	10	Jan. & July.	New York.	1899	56	1st Mort., reg'd } for \$30,000,000	9,733,333	6*	"	London.	1903	1164
1st Mort. (U. Pac. S. Br.) skg fund	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....	1st Mort. Sterling for \$2,000,000	103,000	6	Feb. & Aug.	New York.	1893	....
1st Mort. (Tebco & Neosho) S. F.	800,000	10	"	"	1890	....	Consolidated Mortgage of 1863..	108,999	7	Jan. & July.	"	1881	....
Consol. Land Grant, skg fd gold	2,500,000	7	"	"	1905	....	Sinking Fund Mortgage of 1861.	6,822,000	7	May & Nov.	"	1900	117
Additional Consol. Mort.....	600,000	7	"	"	1906	....	Consol. Mort. of 1872, coupon. }	7	"	"	"	1900	117
Further Add. Consol. Mort.....	5,000,000	10	Jan. & July.	New York.	1899	56	Consol. Mort. of 1872, reg. }	7	"	"	"	1900	117
Missouri River, Ft. Scott & Gulf:	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....	N. York, Housatonic & Northern:	240,000	7*	April & Oct.	New York.	1902	....
1st Mortgage, Land Grant, S. F.	2,000,000	10	"	"	1890	....	1st Mortgage.....	2,500,000	7*	Jan. & July.	New York.	1902	....
Mobile and Girard.	377,500	7	Jan. & July.	Savannah.	1876	....	1st Mort. for \$4,000,000.....	1,000,000	7	"	New York.	1903	....
1st Mortgage.....	300,000	8	"	"	1889	....	New York, Kingston & Syracuse:	5,000,000	7*	Jan. & July.	New York.	1894	....
Plain bonds.....	28,500	8	"	"	1887	....	1st Mort. for \$4,000,000.....	2,500,000	7*	Jan. & July.	New York.	1902	....
Mobile and Montgomery:	2,434,000	8*	May & Nov.	New York.	1900	....	New York, N. Haven & Hartford:	1,000,000	7	"	New York.	1903	....
1st Mort. endor. by State of Ala.	800,000	8	"	"	1900	....	1st Mort. (Hartford & Portchester)	5,000,000	7*	Jan. & July.	New York.	1894	....
Mobile and Ohio:	5,686,000	8*	May & Nov.	Mob. & Lond.	1883	....	New York and Oswego Midland:	2,500,000	7*	Jan. & July.	"	1895	....
1st Mortgage Sterling.....	1,524,300	8	"	"	'76-'83	....	2d Mortgage convertible.....	1,500,000	7	May & Nov.	"	1890	....
Interest bonds.....	769,920	8*	"	"	1883	....	2d Mortgage non-convertible ..	3,800,000	7	"	"	....	....
Stirling Interest bonds.....	1,088,000	7*	Jan. & July.	N.Y. & Lond.	1901	....	3d Mort., Equipment.....	2,425,000	7	"	"	....	....
Tennessee Substitution Bonds.	58,000	8	May & Nov.	Mobile.	1877	....	1st Mort., (West. Extension).....	1,200,000	7	"	"	....	....
Special Mort. (Gainesville Br'n)	1,458,868	8	March.	N.Y. & Lond.	1904	....	Consolidated Mortgage.....	76,000	6	Feb. & Aug.	New York.	1878	....
3d Mortgage.....	977,560	8	Jan. & July.	N.Y. & Lond.	1904	....	1st Mortgage.....	100,000	7	Jan. & July.	"	1876	....
Consol. Mort. for \$15,000,000.....	1,800,000	7*	March & Sept.	New York.	....	....	Improvement Bonds.....	250,000	6	May & Nov.	"	'78-'81	....
Convertible 3 per cent. bonds.	780,000	7	"	"	....	....	Extension Bonds.....	837,000	7	Jan. & July.	"	1899	....
Montclair (N. Y. and O. Mid.)	888,400	7	"	"	....	....	General Mort. for \$1,000,000.....	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage gold, guar.....	127,000	7	May & Nov.	New York.	1888	....	1st Mortgage.....	157,000	7	"	"	1877	....
2d Mortgage.....	47,000	7	April & Oct.	"	1887	....	2d Mortgage.....	468,000	8	"	Norfolk.	1893	....
Income Mortgage.....	1,040,000	8*	March & Sept.	New York.	1886	....	North Carolina:	375,000	8	May & Nov.	Co's Shops, N.C.	1878	....
Montgomery and Erie (Erie):	330,000	8	June and Dec.	"	1900	....	1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
1st Mortgage.....	500,000	7*	J. A. J. & O.	New York.	1890	....	North Eastern (S. Car.):	228,600	8	"	"	1899	....
2d Mortgage.....	5,000,000	7	May & Nov.	New York.	1914	1164	1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	974
Income Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	110	North Missouri (St. L., K.C. & N.):	1,930,500	6	Jan. & July.	Philadelphia.	1885	1004
Monticello and Port Jervis:	384,800	7	Jan. & July.	"	1900	1084	1st Mortgage.....	1,500,000	7	May & Nov.	Baltimore.	1896	1074
1st Mortgage gold, tax free.....	678,000	7	Feb. and Aug.	"	1889	103	2d Mortgage.....	340,000	10	April & Oct.	"	1877	103
2d Mortgage.....	4,821,000	7	April & Oct.	"	1901	1044	Chattel Mortgage.....	438,500	7	Jan. & July.	"	1903	1094
Construction bonds.....	1,029,000	7	"	"	1915	104	General Mortgage.....	138,000	7	Feb. & Aug.	New York.	1887	....
Gen'l M. (1st on Boonton Br.) gr.	1,450,000	6	Jan. & July.	New York.	'74-'83	824	North Shore (Flush., N.S. & Cent.):	1,500,000	6	J. A. J. & O.	Annapolia.	Irred.	....
Special Mortgage.....	1,000,000	4	"	"	'81-'91	....	1st Mortgage, Md. State loan.....	1,490,000	6	Jan. & July.	Baltimore.	1885	103
Consol. mort. for \$25,000,000 guar	5,800,000	7	"	"	1915	....	2d Mortgage S. F. Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	103
Nashville, Chattanooga & St. Louis:	2,100,000	7	Jan. & July.	New York.	1900	89	3d Mortgage Coupon.....	500,000	6	Jan. & July.	Baltimore.	1877	101
1st Mort., endorsed by Tenn.....	500,000	8*	April & Oct.	Nashville.	1887	....	Income conv. coupon.....	1,000,800	7	April & Oct.	Harrisburg.	1880	....
2d Mort. (Government Subsidy)	102,000	7	Jan. & July.	Bridgeport.	1876	....	Income coupon.....	3,000,000	7	Jan. & July.	"	1922	....
New Mortgage.....	600,000	7	Jan. & July.	New York.	1891	....	Consol. Mort. coupon.....	2,599,000	6*	"	Baltimore.	1900	105
Nashville and Decatur (L. & N.):	1,000,000	7	Jan. & July.	N.Y. & N.H.	1899	....	Consol. Mort. registered.....	205,000	6*	April & Oct.	"	1900	....
1st Mortgage sinking fund, guar.	750,000	6	April & Oct.	"	'80-'82	....	Consol. General Mort. S. F.	2,964,000	6*	Jan. & July.	Lond. & Balt.	1904	....
2d Mortgage gold.....	300,000	7	"	"	1891	....	Northern New Jersey (Erie):	400,000	7	Jan. & July.	Jersey City.	1878	....
Naugatuck:	102,000	7	Jan. & July.	Bridgeport.	1876	....	1st Mortgage skg fd guar.....	30,097,600	7.3*	Jan. & July.	New York.	1900	144
1st Mortgage.....	600,000	7	Jan. & July.	New York.	1891	....	Northern Pacific:	140,000	6	Jan. & July.	Baltimore.	1885	1004
Newark & New York (C. of N.J.):	880,000	7*	May & Nov.	New York.	1889	974	1st Mort. on R.R. & lands gold..	3,500,000	7*	"	New York.	....	....
1st Mortgage guar.....	171,500	6	Jan. & July.	Boston.	1881	984	Norwich & Worcester (B.H. & K.):	400,000	6*	Jan. & July.	Boston.	1877	....
New Issue for \$200,000.....	400,000	7	"	"	1894	105	1st Mort. Mass. Loan, skg. fd.....	150,000	7	"	"	1877	....
New Haven and Derby:	525,000	7	Various.	New Haven.	98-'00	....	Construction Bonds.....	160,000	7	Jan. & July.	New York.	1890	....
1st Mortgage.....	3,800,000	7	May & Nov.	New York.	1889	....	Ogdensburg and Lake Champlain:	300,000	8	Jan. & July.	Boston.	1878	95
2d Mortgage.....	2,000,000	7	"	"	1881	....	Equipment Mortgage.....	200,000	8	"	"	1879	95
New Jersey and Northampton:	1,000,000	7	Jan. & July.	N.Y. & N.H.	1899	....	Sinking Fund Bonds.....	468,000	8	March & Sept.	"	1890	95
1st Mortgage.....	750,000	6	April & Oct.	"	'80-'82	....	Ohio and Mississippi:	3,067,000	7	Jan. & July.	New York.	1893	99
Holyoke and Westfield bonds.....	300,000	7	"	"	1891	....	Consolidated S. F. Mortgage.....	3,517,000	7	"	"	1898	994
New Jersey Midland (N.Y. & O.M.):	2,000,000	7	Feb. & Aug.	New York.	1895	....	Consolidated Mort., Sterling.....	112,000	7*	"	London.	1898	....
1st Mortgage gold, guar.....	1,500,000	7	"	"	1881	....	2d Consol. Mort. & S. F. Bonds.	3,906,000	7	April & Oct.	New York.	1911	694
2d Mortgage.....	500,000	7	"	"	1881	....	Income and Funded Debt Bonds	174,000	7	May & Nov.	New York.	1882	....
New Jersey and New York:	500,000	7*	March & Sept.	N.Y. or Lond.	1893	....	Debenture Sinking Fund Bonds	180,000	7	May & Nov.	"	1883	....
1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1889	27	1st Mort. (Springfield Division).	1,616,000	7	May & Nov.	"	1905	80
2d Mortgage (Com's River Branch)	1,000,000	7	March & Sept.	"	1881	....	Oil Creek and Allegheny River:	890,000	7	April & Oct.	Philadelphia.	1896	87
Consol. Mort. for \$7,000,000.....	5,300,000	7	April & Oct.	"	1903	....	1st Mortgage (O. C. R. R.).....	1,500,000	7	Feb. & Aug.	"	1882	86
Income Mortgage.....	750,000	7	"	"	1891	....	1st Mort. (Warren & Franklin).	800,000	7	Jan. & July.	"	1890	60
New Jersey West Line:	3,000,000	7*	May & Nov.	New York.	1900	....	1st Mort. (Union & Titusville).	1,100,000	7	Feb. & Aug.	"	1896	66
1st Mort. gold, for \$3,000,000.....	30,000	6	April & Oct.	New York.	1885	....	Consolidated Mortgage.....	1,100,000	7	Feb. & Aug.	"	1896	66
2d Mortgage.....	60,000	7	June and Dec.	"	1892	....							



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Old Colony:							Philadelphia, Wilmington & Balt:						
Plain Bonds .....	1,000,000	6	March & Sept.	Boston.	1876	102	Mortgage Loan, convertible ....	290,000	6	Jan. & July.	Phila. & Bost.	1884	101 1/2
Plain Bonds .....	32,000	5	"	"	1884	99	Loan of 1866 .....	161,000	6	April & Oct.	"	1876	"
Plain Bonds .....	1,450,000	7	Feb. & Aug.	"	1877	101	Loan of 1867 .....	1,000,000	6	"	"	1867	101 1/2
New Bonds for \$3,000,000 .....	1,692,000	7	March & Sept.	"	1894	112 1/2	Loan of 1872 .....	700,000	6	"	"	1872	"
Cape Cod Railroad Bonds .....	265,500	7	Feb. and Aug.	"	1881	105 1/2	Loan of 1875 .....	639,000	6	"	"	1900	"
Omaha and Northwestern:							Pickering Valley (Phila. & Rdg):						
1st Mort. Land Grant, Gold .....	16,000 pm	7 1/2	Jan. & July.	New York.	1901	....	1st Mortgage, guaranteed .....	331,800	7	April & Oct.	Philadelphia.	1900	....
Omaha and Southwestern:							Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage \$20,000 p. m. ....	1,034,000	8	June & Dec.	Boston.	1896	90	1st Mort. (Col. & Newark Div.) ..	775,000	7	Jan. & July.	Philadelphia.	1899	....
Orange, Alex. and Manassas—							1st Mort. (Steub. & Ind.) conv. ....	3,000,000	6	Monthly.	New York.	1880	80 1/2
See Wash. C., Va. Mid. & Gt. So.							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	92 1/2
Oregon and California:							Consolidated 1st Mortgage .....	5,000,000	7	April & Oct.	"	1913	....
1st Mortgage gold .....	10,950,000	7	April & Oct.	New York.	....	....	Pittsburg, Ft. Wayne & Chicago:						
Oswego Valley & Southern Kansas:							1st Mortgage (Series A) .....	875,000	7	Jan. & July.	New York.	1912	110 1/2
1st Mortgage (5-20 years) .....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series B) .....	875,000	7	Feb. & Aug.	"	1912	....
Oshkosh & Miss. (C., M. & S. P.):							1st Mortgage (Series C) .....	875,000	7	March & Sept.	"	1912	....
1st Mortgage .....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series D) .....	875,000	7	April & Oct.	"	1912	....
Oswego and Rome (R. W. & O.):							1st Mortgage (Series E) .....	875,000	7	May & Nov.	"	1912	....
1st Mortgage .....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series F) .....	875,000	7	June & Dec.	"	1912	....
Income Mortgage .....	112,100	6	Feb. & Aug.	"	1891	....	2d Mortgage (Series G) .....	800,000	7	Jan. & July.	"	1912	110 1/2
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series H) .....	880,000	7	Feb. & Aug.	"	1912	....
1st Mortgage, guaranteed .....	201,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series I) .....	880,000	7	March & Sept.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series K) .....	880,000	7	April & Oct.	"	1912	....
1st Mortgage guar. by C. R. & Q.	1,131,000	8	Jan. & July.	N.Y. & Bost.	1900	106	2d Mortgage (Series L) .....	880,000	7	May & Nov.	"	1912	....
Owensboro and Russellville .....	1,500,000	8	Feb. & Aug.	New York.	1892	....	2d Mortgage (Series M) .....	880,000	7	June & Dec.	"	1912	....
1st Mortgage for \$1,500,000 .....	7,000,000	6	Feb. & Aug.	New York.	1888	94	Consolidated bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1897	102 1/2
Pacific of Missouri (Atl. & Pac.):							Equipment bonds .....	1,000,000	8	March & Sept.	"	1894	....
1st Mortgage gold .....	2,804,000	6	Jan. & July.	"	1891	83	Pittsburg, Va. and Charleston:						
2d Mortgage sinking fund .....	1,500,000	7	Mar. and Sept.	"	1892	....	1st Mortgage .....	700,000	7	April & Oct.	New York.	1902	....
Income Bonds .....	700,880	7	Monthly.	St. Louis.	1885	....	Pittsburg, Wash. & Baltimore:						
St. Louis County Debt .....	800,000	8	May & Nov.	New York.	1892	....	1st Mort. (Pittsb. & Conn'lville) ..	4,000,000	7	Jan. & July.	Baltimore.	1898	104 1/2
Real Estate Bonds .....	500,000	6	April & Oct.	"	1893	....	2d Mort. do. (Balt. Loan) .....	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Carondelet Branch) ..	500,000	7	"	"	1889	....	1st Mort. (Turtle Cr. Div. 104 m)	400,000	6	Feb. & Aug.	Pittsburg.	1899	....
1st Mort. (Lex. & St. Louis) gold	900,000	6	June & Dec.	"	1899	....	Real Estate Mortgage .....	100,000	6	"	Baltimore.	1883	....
Paducah and Memphis:							Plymouth, Kankakee & Pacific:						
1st Mortgage gold for \$2,805,000.	1,541,000	7	Feb. & Aug.	New York.	1902	....	1st Mortgage for \$3,000,000 .....	20,000 pm	7	Jan. & July.	New York.	1901	....
Panama:							Port Huron and Lake Michigan:						
General Mortgage, etc \$597,800.	2,889,330	7	April & Oct.	London.	1897	....	1st Mortgage gold, for \$1,800,000	1,800,000	7	May & Nov.	New York.	1899	....
Paris and Decatur:							Portland & Ogdensburg (M. & N.H.):						
1st Mortgage gold, S. F. ....	1,200,000	7	Jan. & July.	N. Y. & Lond.	1892	....	1st Mort. (Maine Section) gold.	800,000	6	Jan. & July.	Boston.	1900	....
Paterson and Newark (Erie):							Consol. Mort. gold, for \$2,300,000	149,000	6	May & Nov.	"	1901	50 1/2
1st Mortgage guaranteed .....	500,000	7	Jan. & July.	New York.	1878	....	Portland and Ogdensburg (Vt.):						
Pekin, Linc. & Decatur (T.W. & W):							1st Mortgage gold, for \$2,300,000	1,200,000	6	May & Nov.	N.Y. & Bost.	1891	40
1st Mortgage, guaranteed .....	1,074,000	7	Feb. & Aug.	New York.	1900	80	Portland and Oxford Central:						
Pemberton & Hight. (UO of N.J.):							1st Mortgage of 1893 .....	250,000	6	Jan. & July.	Portland.	1883	....
1st Mortgage guaranteed .....	160,000	7	Jan. & July.	Philadelphia.	1889	100	Portland and Rochester:						
Peninsular (Mich.) Railway:							1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage gold (S.F.) 1st series	1,800,000	7	May & Nov.	N.Y. or Lond.	1899	....	1st Mortgage (equal lien) .....	100,000	7	April & Oct.	"	1887	....
1st Mortgage gold (S.F.) 2d series	979,000	7	"	"	1900	....	2d Mort. (Portland Loan) .....	396,500	6	Mar. & Sept.	"	1891	....
Pennsylvania:							Port Royal (S. C.):						
1st Mort. (Harrisburg to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	107	1st Mortgage gold, skg fd .....	1,500,000	7	May & Nov.	N.Y. & Lond.	1899	....
General Mortgage .....	19,999,760	6	"	"	1910	108	1st Mort. gold, guar. by Ga. Co.	1,000,000	7	"	"	1890	....
(General Mortgage, registered.)	29,250,000	6	Jan. & July.	London.	1905	99 1/2	Portsmouth, Gt. Falls & Conway:						
Consolidated Mortgage .....	6,007,380	5	April & Oct.	Philadelphia.	75-90	....	1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	60
State lien for \$7,500,000, skg fd	487,500	7	Feb. and Aug.	New York.	1881	....	Poughkeepsie and Eastern:						
Pennsylvania Coal:							1st Mort. gold, conv. & tax free..	644,500	7	Jan. & July.	New York.	1910	....
1st Mortgage .....	1,083,800	7	Feb. & Aug.	Philadelphia.	1903	....	2d Mortgage .....	78,000	7	"	"	....	....
Pennsylvania and Delaware:							Providence and Worcester:						
1st Mortgage .....	519,000	7	April & Oct.	"	1903	....	1st Mortgage .....	500,000	6	Jan. & July.	Providence.	1890	....
2d Mortgage .....	1,500,000	7	June & Dec.	Philadelphia.	1896	108	Stoughton Branch bonds .....	1,000,000	6	"	"	....	....
Pennsylvania & New York (L.V.):							Quincy, Alton and St. Louis:						
1st Mortgage guaranteed .....	1,500,000	7	"	"	1906	....	1st Mortgage gold .....	1,000,000	7	May & Nov.	Philadelphia.	1892	....
1st Mortgage guaranteed .....	1,500,000	7	"	"	1906	....	Quincy and Palmyra:						
Peoria & Bureau Val (C.R.L. & P.):							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
1st Mortgage guaranteed .....	600,000	8	Jan. & July.	New York.	1877	....	Quincy and Toledo (T. W. & W.):						
Peoria & Hannibal (C. B. & Q.):							1st Mortgage, guaranteed .....	500,000	7	May & Nov.	New York.	1890	50
1st Mortgage, traffic guarantee ..	571,000	8	Jan. & July.	Boston.	1878	104	Quincy & Warsaw (C. B. & Q.):						
Peoria, Pekin and Jacksonville:							1st Mortgage, guaranteed .....	750,000	8	Jan. & July.	Boston.	1890	105 1/2
1st Mortgage .....	1,000,000	7	Jan. & July.	New York.	1894	....	Reading and Columbia (P. & R.):						
2d Mort. conv. and tax free .....	1,000,000	7	April & Oct.	"	1900	....	1st Mort., Coupon, guaranteed ..	650,000	7	March & Sept.	New York.	1892	97 1/2
Peoria and Rock Island:							2d Mort., Coupon, guaranteed ..	350,000	7	June & Dec.	Columbia.	1894	....
1st Mort. gold, conv. & tax free ..	1,500,000	7	Feb. & Aug.	N.Y. & Lond.	1900	....	Rensselaer and Saratoga:						
2d Mortgage .....	150,000	10	Jan. & July.	New York.	1900	....	1st Mortgage .....	300,000	7	Jan. & July.	Troy.	1880	115 1/2
Perkiomen (Phila. and Rdg):							2d Mortgage .....	150,000	7	"	"	1887	....
1st Mortgage, guaranteed .....	619,000	6	April & Oct.	Philadelphia.	1897	90	1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
Petersburg:							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	"	1890	....
1st Mortgage (instalments) .....	341,500	8	Jan. & July.	New York.	70-93	....	1st Mortgage (Glenn's Falls) .....	125,000	7	Jan. & July.	"	1894	....
2d Mortgage .....	500,000	8	"	"	1902	....	Consol. Mort. for \$2,000,000 .....	1,925,000	7	May and Nov.	"	1921	92
Philadelphia and Baltimore Cent:							Richmond and Danville:						
1st Mortgage (Penn. Div. 3d m.) ..	800,000	7	Jan. & July.	Philadelphia.	1879	....	Virginia State Loan, skg fund ..	600,000	6	Jan. & July.	Richmond.	1880	....
1st Mortgage (Md. Div. 94 m.) ..	300,000	6	"	"	1891	....	Virginia State guar. bonds .....	157,300	6	"	"	1875	....
2d Mortgage (Pa. & Md. 46 m.) ..	400,000	7	"	"	1900	....	1st Mort. (Peldmont Branch) .....	500,000	8	"	"	1888	....
Philadelphia and Erie (Penn.):							1st Mort. (Northwestern, N.C.) ..	500,000	6 1/2	April & Oct.	N. Y. or Rich.	....	....
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	102 1/2	Consolidated Mortgage .....	1,750,000	6	May and Nov.	New York.	75-90	68 1/2
1st Mortgage .....	5,000,000	6	"	"	1881	101	Rich., Frederickburg & Potomac:		</				



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.				Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.	Price.				When.	Where.	Due.	Price.
Begins Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	346,000	8	May & Nov.	Begins.	1892	....	1st Mortgage Sterling.....	1,486,332	5 1/2	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	87,000	7	"	New York.	'82-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	"	1902	....
2d Mort. ( " ).....	17,500	6	"	"	1879	....	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewy's Island).....	116,000	6	June & Dec.	"	1876	....	Domestic (I) Bonds.....	1,296,500	7	April & Oct.	"	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	75,000	6	Jan. & July.	"	'80-'92	....
1st Mort. (E. D.) gold, tax free.....	1,500,000	8 1/2	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:						
1st M. (W.D.) land grant, g'd tax fr.	5,500,000	8 1/2	"	"	1900	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
St. Joseph and St. Louis:							2d Mort.	200,000	7	"	"	1889	....
1st Mortgage.....	1,000,000	6	May & Nov.	New York.	1893	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1884	....
1st Mortgage skg f'd. (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	111	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg f'd. (Series B).....	1,400,000	7	April & Oct.	"	1894	106	South and North Alabama:						
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	"	1894	98	1st Mort. endor. by Ala. gold.....	391,000	8 1/2	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	"	1894	....	Sterling Mort., guar. by L. & N.	£1,100,000	....	May & Nov.	London.	....	....
2d Mortgage Income (Series E).....	1,700,000	7	"	"	1894	73	South Pacific (Atl. and Pac.):						
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	1st Mortgage gold, assumed.....	7,188,500	6 1/2	Jan. & July.	New York.	1888	80 1/2
St. Louis, Iron Mt. and Southern:							South Shore (Mass.):						
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	102	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	'80-'81	99 1/2
2d Mort. ( " ).....	6,000,000	7 1/2	May & Nov.	"	1897	78	South Side, Va. (A., M. and O.):						
1st Mort. L.G. (Arkansas Br.).....	2,500,000	7 1/2	June & Dec.	"	1897	....	1st preferred bonds.....	675,800	8	Jan. & July.	New York.	'84-'90	....
1st Mort. (Cairo, Ark. & Tex.).....	1,500,000	7 1/2	"	"	1897	....	2d preferred bonds.....	621,000	6	"	"	'84-'90	....
Consolidated Mortgage.....	1,500,000	7	"	"	1899	....	3d preferred bonds.....	452,800	6	"	"	'84-'90	....
St. Louis, Jacksonville & Chicago:							Southern Central (N. Y.):						
1st Mortgage.....	2,920,000	7	April & Oct.	New York.	1894	....	1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	548,000	7	Jan. & July.	"	1898	....	2d Mortgage.....	600,000	7 1/2	March & Sept.	"	1882	108
St. Louis, Kansas City & Northern:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri).....	6,000,000	7	Jan. & July.	New York.	1895	88 1/2	1st Mortgage gold.....	1,500,000	7 1/2	May & Nov.	New York.	1900	....
Real estate & 2d M. for \$3,000,000	998,000	7	March & Sept.	"	1899	....	Southern of L. I.:						
St. Louis, Lawrence and Denver:							1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
1st Mort. guar. by Atl. and Pac.	1,020,000	6 1/2	Jan. & July.	New York.	1901	....	2d Mort. Sink. Fund.....	1,500,000	7	May & Nov.	"	....	80
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	"	"	1896	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st Mort. (Evans, Hen. & Nash).....	1,000,000	7	Jan. & July.	"	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	1st Mortgage gold for \$23,000,000.	11,000,000	6 1/2	April & Oct.	New York.	....	....
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7 1/2	March & Sept.	Philadelphia.	1900	....
2d Mortgage (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7	"	"	1880	....
2d Mortgage (B.) convertible.....	1,000,000	7	"	"	1898	....	South Western (Gen. of Ga.):						
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	1st Mortgage, various conv.....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Iowa Southwestern:							1st Mortgage (Muscougee) conv.....	300,000	7	"	"	'72-'76	....
1st Mortgage.....	4,500,000	7 1/2	May & Nov.	"	1903	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car.....	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
1st M. (St. Paul to Watsh.) 10m.	866,000	7	Jan. & July.	"	1892	....	Springfield, Athol & Northeastern:						
2d Mort. ( " ) & 1st land gr.	1,146,750	7	June & Dec.	"	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
1st M. (Main L.) R.R. & Lands.	3,900,000	7 1/2	May & Nov.	London.	....	....	Springfield & Illinois S. Eastern:						
2d M. ( " ) R.R. & Lands.	3,500,000	7 1/2	"	"	....	....	1st Mortgage gold, tax free.....	3,400,000	7 1/2	Feb. & Aug.	New York.	1899	....
General Mortgage for \$15,000,000	....	7 1/2	"	"	....	....	2d Mortgage gold, tax free.....	446,000	7 1/2	April & Oct.	"	1900	....
St. Paul, Stillwater & Taylor's F.:							Springfield and Northwestern:						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund.....	500,000	7 1/2	Feb. & Aug.	New York.	1901	....
Salina (West Jersey):							Staten Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	55
Salina and Lowell (B. & L.):							Stanstead, Shefford and Chambly:						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	97	1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	45
1st Mortgage guaranteed.....	2,301,900	7	Jan. & July.	New York.	1900	101 1/2	Sullivan (Central Verm.):						
Saratoga & Whitehall (R. & S.):							1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1888	....	2d Mortgage.....	250,000	6	Feb. & Aug.	"	1881	....
Savannah, Albany & Gulf (A & G):							Sullivan and Erie:						
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Savannah and Charleston:							Summit Branch:						
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	1st Mortgage.....	600,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	85
State guaranteed (C. & S.) bonds.	405,000	6	March & Sept.	Charleston.	1877	....	Sunbury and Lewiston:						
Funded Interest bonds, guar.....	111,800	7	"	New York.	1889	....	1st Mortgage gold.....	1,200,000	7 1/2	April & Oct.	Philadelphia.	1890	....
Savannah, Griffin & North Ala.:							Income Mort. gold.....	200,000	6 1/2	"	"	1891	....
1st Mortgage for \$500,000 guar.....	152,000	7	Jan. & July.	Macon.	1891	....	Suspens. Bridge & Erie Junc. (E.):						
Savannah and Memphis:							1st Mortgage.....	1,000,000	7	.....	New York.	....	....
1st Mort., gold, endor. by State.	16,000pm	8 1/2	May and Nov.	New York.	1890	....	Syracuse, Bing. & N.Y. (DL & W):						
Schenectady & Susq. (D. & H. Can.):							1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
1st Mortgage gold, tax free.....	400,000	7 1/2	Jan. & July.	New York.	1900	....	2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
Schodomet & Three R. (LS & MS):							Syracuse and Chenango Valley:						
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	1st Mort. gold, for \$500,000.....	500,000	7 1/2	Feb. and Aug.	New York.	1891	....
Seaboard and Roanoke:							Tebon and Nebo (M. K. & T.):						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	1st Mortgage gold, skg fund.....	1,163,000	7 1/2	June & Dec.	New York.	1903	....
Belma and Gulf:							Terre Haute & Indianapolis:						
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
Belma, Marion and Memphis:							Bonds of 1873 for \$1,600,000.....	516,000	7	"	"	1894	....
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	Texas and Pacific:						
Belma, Home and Dalton:							1st Mortgage S. F. Gold.....	40,000pm	6 1/2	June & Dec.	N.Y. or Lond.	1912	....
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	Toledo, Can. Southern & Detroit:						
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	1st Mortgage.....	1,350,000	7	Jan. and July.	.....	1906	41
Equipment Mortgage.....	230,000	10	"	"	1881	....	Toledo, Peoria and Warsaw:						
Shamokin Valley & Pottav. (N.C.):							1st Mortgage (Eastern Div.).....	1,600,000	7	June & Dec.	New York.	1894	80 1/2
1st Mortgage, on road and lands.	2,000,000	7 1/2	Jan. & July.	Philadelphia.	1901	102	1st Mortgage (Western Div.).....	1,800,000	7	Feb. and Aug.	"	1896	80
Shenoygan and Fond du Lac:							2d Mort. conv.....	1,300,000	7	April & Oct.	"	1886	45
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	Equipment Mort. sinking fund.....	84,000					



## AMERICAN RAILROAD BOND LIST.

The Letter (a) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):	\$						Western Maryland:	\$					
1st Mortgage skg fund, guar....	59,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	96
Troy and Boston.							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	105
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " "	300,000	6	"	"	1890	104
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co.....	300,000	6	"	"	1890	100 1/2
3d Mortgage.....	650,000	7	May and Nov.	"	1876	....	2d Mortgage preferred.....	600,000	6	"	"	1895	92
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	104 1/2
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	600,000	7	May and Nov.	New York.	1890	....	Western Pacific (Gen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,735,000	6a	Jan. and July.	New York.	1899	102 1/2
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	80
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch):	1,000,000	6	Jan. and July.	"	1896	....
Union Pacific:							General Mortgage.....	1,200,000	7	"	"	....	....
1st Mortgage gold, tax free.....	27,236,000	6a	Jan. & July.	N. Y. & Bos.	96-99	106 1/2	Western Union (Ch. M. & St. P.):						
1st Mort. Land Grant.....	7,632,000	7	Apr. and Oct.	"	1887	101	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subd.).....	27,236,512	6	Jan. & July.	U.S. Treasury.	96-99	101 1/2	West Jersey:						
3d Mortgage Sinking Fund.....	14,400,000	8	March & Sept.	New York.	1894	101 1/2	Debtenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1885	85
Omaha Bridge B'ds, etc. \$500,000	2,500,000	8a	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	103
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	160,000	6	"	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,000,000	6a	May and Nov.	New York.	1895	....	1st Mort. (Swedesboro) guar.....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subd.).....	1,000,000	6	Jan. & July.	U.S. Treasury.	96-7-8	....	2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	95
Union Pacific, B. Br. (M. & T.):							Consolidated Mortgage.....	1,000,000	7	"	"	1899	107 1/2
1st Mortgage gold, skg fund.....	3,220,000	6a	Jan. & July.	New York.	1899	....	West Wisconsin:						
Union & Titusville (O. C. & A. Riv.):							1st Mort. land gr., gold skg fund	3,900,000	7a	Jan. and July.	N. Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	60	1st Mort. (Southern Extension).	640,000	7a	"	"	1902	....
United N. J. R. R. & Canal Cos.:							White Water Valley:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	100 1/2	1st Mortgage.....	1,021,840	6	Feb. and Aug.	Cincinnati.	1890	....
Sterling Loan \$369,200 (U. Co's)	1,848,000	5a	"	London.	1894	....	Wico Mico and Pocumoke:						
Sterling Loan \$360,000 ( " )	1,800,000	6a	"	"	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Loan of 1894 Sk. Fund ( " )	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Williamston and Tarboro:						
Loan of 1888 (United Compan's)	154,000	6	Feb. and Aug.	"	1888	98	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
3d to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days	after demand.)	....	....	Wilmington, Colum. & Augusta:						
Sterling S. F. \$292,000 (C. & A. M.)	1,310,000	6a	Feb. and Aug.	London.	1880	....	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	40
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	104 1/2	Wilmington and Reading:						
Loan of 1889 ( " )	855,000	6	June & Dec.	Princeton.	1889	101 1/2	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	45
Mort. Loan ( " )	5,000,000	6	May and Nov.	Philadelphia.	1889	106	2d Mortgage coupon or regis.....	1,700,000	7	Jan. and July.	"	1902	10
Loan of 78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1873	....	Wilmington and Weldon:						
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	Sterling Bonds.....	648,700	6a	Jan. and July.	London.	1881	....
Utah Central:							Sterling Bonds.....	221,400	7a	May and Nov.	"	1886	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sinking Fund gold, Bonds.....	749,000	7a	Jan. and July.	New York.	1896	103
Utah Southern:							Wilmington and Western (Del.):						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....	1st Mortgage.....	500,000	7 1/2	J. A. J. & Co.	Phil. & Wilm.	1892	....
Utica and Black River:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	85
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	70
Utica, Ithaca and Elmira:							Extension mortgage bonds.....	4,875,000	7a	June & Dec.	"	1906	....
1st Mortgage, Sterling.....	1,500,000	7 1/2	Jan. & July.	London.	1902	....	Wisconsin Central:						
Vermont Cent.—See Central Vt.							1st M. L. G. gold S. F. \$25,000pm	4,618,500	7a	Jan. and July.	Boston.	1901	80
Vermont and Massachusetts:							Worcester (Md.):						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	100 1/2	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds, tax free.....	200,000	7	"	"	1879	104 1/2	Worcester and Nashua:						
Convertible bonds.....	150,000	7	"	"	1881	103	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Vicksburg and Meridian:							Plain Bonds.....	185,300	6	Various.	"	81-87	....
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107
General 2d series (blue).....	850,000	7	"	"	1890	....	CANAL BONDS.						
Mortgage 3d series (black).....	138,000	7	"	"	1890	....	Chesapeake and Delaware:						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	86 1/2
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	....	Chesapeake and Ohio:						
Vineyard:							Sterling Loan guaranteed.....	4,375,000	6a	J. A. J. & O.	London.	1890	....
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	105
Virginia & Tennessee (A. M. & O.):							Delaware Division (L. O. & N.):						
Enlarged Mortgage.....	990,000	6	Jan. and July.	N. Y. & Lynch.	1884	70	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	97
4th Mortgage.....	870,000	8	March & Sept.	"	1900	68	Delaware and Hudson:						
Registered Certificates.....	118,295	8	Jan. and July.	"	1875	....	1st Mort. (1st series, Nov. 1, '67	1,500,000	7	May and Nov.	New York.	1877	105
Funded Interest.....	228,300	8	"	"	1880	....	regis. 2d series, July 1, 1869	3,500,000	7	Jan. and July.	"	1884	110
Income Mortgage (fundable).....	93,500	8	"	"	1886	....	tered. 3d series, Jan. 1, 1871	3,500,000	7	"	"	1891	112
Wallkill Valley (Erie):							Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	108
1st Mortgage gold, tax free.....	810,500	7a	Apr. and Oct.	New York.	1901	....	Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
Warren (D. L. & W.):							Lehigh Coal and Navigation:						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	98
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	106	Convertible Bonds.....	41,550	6	"	"	1882	96
Warren & Franklin (O. C. & A. Riv.):							Convertible Loan, gold.....	791,000	6a	March & Sept.	"	1894	104
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	56	1st Mortgage, registered.....	5,381,933	6	J. A. J. & O.	"	1884	103
Warwick Valley (Erie):							1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	103
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....	Mortgage (equip.) Loan, gold...	4,492,500	6a	June & Dec.	"	1897	103 1/2
Wasatch and Jordan Valley:							Consolidated Mortgage.....	1,083,000	7	"	"	1911	101 1/2
1st Mortgage.....	150,000	9a	May and Nov.	New York.	1893	....	Greenwood Mortgage Loan.....	744,000	7	Feb. and Aug.	"	1892	97 1/2
Washington City, Va. Mid. & Gt. So.:							Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
1st Mort. (O. Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	84 1/2	Monongahela Navigation:						
2d Mort. ( " )	350,000	7	"	"	1891	....	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
1st Mort. Orange & Alexandria	400,000	6	May and Nov.	"	1873	91	Morris (and Banking):						
2d Mort. ( " )	1,200,000	6	Jan. and July.	"	1875	68 1/2	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
3d Mort. ( " )	600,000	8	May and Nov.	"	1873	65	Boat Loan, sinking fund.....	236,985	7	Apr. and Oct.	"	1899	101
4th Mort. ( " )	700,000	8	March & Sept.	"	1880	44	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Funded Coupons (do.)	722,664	....	"	"	....	....	Pennsylvania:						
1st Mort. (Lynchburg & Danville)	621,000	....	Apr. and Oct.	"	1896	....	1st Mortgage skg fund guar.....	2,806,000	6	Jan. and July.	Philadelphia.	19101	







[illegible]



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

See notes on page 819. The column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "all" and running date (---) signifies "not ascertainable." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Year ending	Railroad	Rolling Stock			Companies	Abstract of General Balance Sheet				Operations			Earnings		Value of Shares			
		Main Lines	Branch Lines	2d Track and Sidings		Railroad in progress	Property and Assets		Liabilities	Railroad Operated	Trains Moved	Passenger	Freight	Gross	Net	Dividends	Market	
		M.	M.	M.			Assets	Accounts and Cash	Stocks	Bonds	Accounts	Surplus Income						
Jan. 30 1874	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Sept. 30 1874	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Dec. 31 1874	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Mar. 31 1875	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
May 31 1875	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Jul. 31 1875	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Sept. 30 1875	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Nov. 30 1875	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Jan. 30 1876	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Mar. 31 1876	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
May 31 1876	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Jul. 31 1876	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Sept. 30 1876	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Nov. 30 1876	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Jan. 30 1877	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Mar. 31 1877	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
May 31 1877	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Jul. 31 1877	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Sept. 30 1877	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Nov. 30 1877	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Jan. 30 1878	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Mar. 31 1878	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
May 31 1878	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Jul. 31 1878	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Sept. 30 1878	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Nov. 30 1878	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Jan. 30 1879	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Mar. 31 1879	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
May 31 1879	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Jul. 31 1879	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Sept. 30 1879	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Nov. 30 1879	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Jan. 30 1880	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Mar. 31 1880	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
May 31 1880	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Jul. 31 1880	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Sept. 30 1880	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Nov. 30 1880	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Jan. 30 1881	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Mar. 31 1881	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
May 31 1881	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Jul. 31 1881	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Sept. 30 1881	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Nov. 30 1881	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Jan. 30 1882	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Mar. 31 1882	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
May 31 1882	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Jul. 31 1882	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Sept. 30 1882	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Nov. 30 1882	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Jan. 30 1883	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Mar. 31 1883	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
May 31 1883	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Jul. 31 1883	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Sept. 30 1883	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000,000	2,000,000	384,266	212,017	132.9	998,998	1,264,566	286,918	974,561	
Nov. 30 1883	111.0	6.6	0.3	8.1	4	316	4,084,167	860,630	2,000									



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Dec. 31	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326
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**PREFERRED & GUARANTEED STOCKS**

(Marked thus (\*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

COMPANIES.		Amount of stock issued.	Div's			Market Price.
			Rate.	Paid.		
<b>RAILROAD STOCKS:</b>						
Atlantic and Great Western, pref.....	10,000,000	p c	p c	p c		
Audenlo, Mississippi and Ohio, pref.....	800,000	7	7	107		
" " guar.....	276,200	7	7	107		
Atlantic and Pacific, preferred.....	10,000,000	7	7	21		
Atlantic and St. Lawrence,* guar.....	3,994,900	4	4			
Baltimore and Ohio,* preferred.....	4,348,439	6	5	107		
Berkshire,* guaranteed.....	600,000	7	7	179		
Blossburg and Corning,* guaranteed.....	250,000	6	6			
Boston, Concord and Montreal, pref.....	800,000	6	6	78		
Cairo, New York and Erie,* guar.....	950,000	7	7			
Calumissa,* pref. and guar.....	1,159,590	7	7			
Camden and Amboy,* guaranteed.....	5,847,800	10	10	146		
Camden and Atlantic, preferred.....	838,469	7	7	106		
Cayuga and Susquehanna,* guar.....	489,110	9	9			
Cedar Rapids and Miscellaneous River, preferred and * guaranteed.....	769,000	7	7			
Central of New Jersey,* guar.....	20,060,000	10	10	77		
Central Ohio,* preferred.....	411,550	6	6	80		
Chemung,* guaranteed.....	380,000	6	6			
Cheshire, preferred.....	2,153,200	7	8	49		
Chicago and Alton, † preferred.....	2,425,400	10	10	107		
Chicago, Iowa & Nebraska,* guar.....	3,916,300	8	8	115		
Chicago and North-Western, pref.....	21,485,653	7	7	67		
Cinc., Band and Cleveland, pref.....	429,000	6	6	70		
Cleveland and Mahoning,* guar.....	2,059,200	7	7			
Cleveland and Pittsburgh,* guar.....	11,236,150	7	7	92		
Cumberland Valley, 1st preferred.....	241,900	8	8			
" " 2d preferred.....	243,000	8	8			
Dayton and Michigan, pref. & guar.....	922,400	8	8			
Delaware,* guaranteed.....	1,330,950	6	6			
Detroit and Milwaukee pref. & guar.....	2,517,140	8	8			
Dubuque and Sioux City,* guar.....	5,000,000	3	3	64		
Dubuque South-Western, pref.....	590,315	8	8			
Eastern (N. H.) * † guaranteed.....	492,500	8	8	26		
Elmira, Jeff. and Canad.* guar.....	500,000	5	6			
Elmira & Williampt,* pref. & guar.....	500,000	7	7	80		
" " com.&* guar.....	500,000	6	6			
Erie Railway, preferred.....	8,536,910	7	7			
Erie and Pittsburgh,* guar.....	2,000,000	7	7			
Evansville and Crawfordsville, pref.....	100,000	7	7	22		
Hannibal and St. Joseph, pref.....	2,167,700	7	7	104		
Harrisburg and Lancaster,* guar.....	1,182,550	8	8			
Honolulu, preferred.....	1,789,000	8	8	14		
Huntington & Broad Top Mtn, pref.....	190,750	7	7			
Jett., Mad. & Indianapolis,* guar.....	2,000,000	7	7	98		
Joliet and Chicago,* guar.....	1,500,000	7	7			
Joliet and Northern Indiana,* guar.....	800,000	8	8			
Key Miami, Col. and Xenia,* guar.....	6,394,450	9	9			
Louisv., Cincinnati and Lex. pref.....	851,000	9	9			
Marietta and Cincinnati, 1st pref.....	3,101,650	6	6	94		
" " 2d pref.....	4,436,250	6	6			
Mich. Southern, (Lake Shore) guar.....	533,500	10	10			
Mill Creek,* guaranteed.....	323,375	10	10	107		
Milwaukee and St. Paul, preferred.....	12,274,453	8	8	71		
Mine Hill,* guaranteed.....	3,856,450	8	8			
Montclair,* guaranteed.....	2,000,000	7	7	162		
Morris and Essex,* guar.....	15,000,000	7	7	103		
Nesquehoning Valley,* guar.....	2,000,000	10	10			
Newark and New York,* guar.....	1,000,000	7	7			
Newcastle and Beaver Valley,* guar.....	605,000	10	10			
New Jersey,* guaranteed.....	7,296,200	10	10	106		

**WHOLESALE PRICE-CURRENT.**

**IRON.—DUTY:** Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 7¢ per ton; Polished Sheet, 3 cents per lb.; Galvanized, 24; Scrap Cast, 26; Scrap Wrought, 28 per ton. No Bar Iron to pay a less duty than 25 per cent. ad val.

Fig. Scotch-Collins.....		per ton	25	30	@ 30 -
Gartsherrrie.....		28	@	28	
Summerlee.....		28	@	28	
Carnbroe.....		28	@	28	
Langloan.....		28	@	28	
Glenarnock.....		28	@	28	
Eglinton.....		27	@	28	
Fig. American, No. 1.....		22	@	22	
Fig. American, No. 2.....		20	@	22	
Fig. American, Forge.....		19	@	20	
Bar, Refined, English and American.....		100	@	100	
Bar, Swedes, assorted sizes.....(gold)		100	@	100	
STORE PRICES.					
Bar, Swedes, ordinary sizes .....		130	@	132	50
Bar, Swedes, Plow sizes.....				61	
Bar, Refined, $\frac{1}{2}$ to 2 in. rd. & sq. 1 to 6 inch x $\frac{1}{2}$ to 1 in.....			24	@	
Bar Refined, $\frac{1}{4}$ to $\frac{5}{8}$ by $\frac{1}{4}$ & 5-16 in.....			27	@	76
Bar Refined, 1 & $\frac{1}{2}$ by $\frac{1}{4}$ & 5-16.....			27	@	76
Large Rounds, $2\frac{1}{2}$ @ $2\frac{1}{2}$ to $3\frac{1}{2}$ @ 4 in.....			27	@	76
Scroll.....			32	@	61
Ovals and Half-round.....			31	@	42
Band, 1 to 6 in. by 3-16 to No. 12.....			29	@	
Horse Shoe.....			4	@	
Rods, $\frac{1}{2}$ to 3-16 inch.....			26	@	47
Hoop, $\frac{1}{2}$ by No. 22 to 1 & $\frac{1}{4}$ by 13 & 14.....			55	@	33
Nail Rod..... per lb.			72	@	
Sheet Russia, as to assortment.....(gold)			@	12	
Sheet, Single, D. and T. Common.....			31	@	
Sheet, Doubles and Trebles, Charcoal.....			5	@	54
Sheet Galvanized 1st and 2d quality. List 25 @ 15 p. ct. disc.					
Rails, English.....(gold)..... per ton.			@	45	
Rails, American, at Works in Penna.....c'y.			@	42	
STEEL-DUTY: Bars and Ingots, valued at 7 cents per lb. or under, $\frac{3}{4}$ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, $\frac{3}{4}$ cents per lb. and 10 per cent. ad val. (Store Prices.)					
English, Cast, (2d and 1st quality).....per lb.			144	@	16
English Spring (2d and 1st quality).....			61	@	61
English Blister (2d and 1st quality).....			9	@	14
English Machinery.....			91	@	104
English German (2d and 1st quality).....			104	@	114
American Blister.....			@	9	
American, Cast, Tool.....			@	16	
American, Cast Spring.....			@	9	
American Machinery.....			@	10	
American German Spring.....			@		

**NAILS**—Duty: Out, 1¢; Wrought, 2¢. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.

10d. to 60d. Com. Fence. & Sheath per keg.	—	@	3 10
8d. and 9d.	—	@	3 35
6d. and 7d.	—	@	3 60
4d. and 5d.	—	@	3 85
3d. and 4d. Light.	—	@	4 60
3d. Fine.	—	@	5 35
2d.	—	@	5 55
Cut Spikes, all sizes.	—	@	3 35
<b>TIN—DUTY: Pig, Bars and Block, FINE; Plate and Sheets</b>			
<b>and Terne Plates, 1-10 cents per pound.</b>			
Blanca.....(gold) per lb.	—	@	22
Straits.....(gold).	177	@	18
English, L. & F.....(gold).	174	@	18
English, Refined.....(gold).	173	@	18
Plates—Fair to good brands.		Gold.	
I. C. Charcoal.....per box.	6 75	@	7 25
I. C. Coke.....	6	@	6 25
Coke Terne.....	5 50	@	6
Charcoal Terne.....	6 37 1/2	@	6 75

**PETROLEUM—DUTY:** Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk) .....	81@	81
Crude 40@47 gravity (in shipping order) ..	101@	11
Refined, Standard White (in ship's order) ..	141@	
Refined, S. W. (in jobbing lots) .....	17 @	19
Refined, S. W. (in tin) .....	18 @	20
Naphtha, Refined (66@73 gravity) .....	84@	9
Residuum .....	64@	7
Residuum .....	64@	7

**COPPER**—Durr: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, Copper and Yellow Metal, Sheathing and Bolts, 45 per cent. ad val.

Copper, New Sheathing, (over 12 oz. per lb.)	@	31
Copper, Bolts	@	32
Copper, Braziers' (over 16 oz.)	@	32
Copper, Nails	@	35
Copper, Old Sheathing, &c., mixed lots	19¢	20
Copper, American Ingot Lake	19¢	21
Copper, English Pig	@	21
Yellow Metal, New Sheathing & bronze	20¢	21
Yellow Metal, Bolts	26	28
Yellow Metal, Nails, Sheathing & Blating	@	21

LEAD—DUTY: Pig, \$2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Spanish Ordinary.....(gold) per 100 lb. — — @ 75
German Ordinary.....(gold) — — @ 75
English.....(gold) 6 87 1/2 @ 90
Foreign Refined.....(gold) 6 75 @ —
Domestic.....(gold) 6 20 @ —

COAL--Durr: Bituminous, 75 cts. per ton of 28 bushels  
60 lb. to the bushel; Anthracite, 85 cts. per ton of 28 bushels  
60 lb. to the bushel.

60 lb. to the bushel; Anthracite, ~~Free~~; other, 40 cents per 28 bushels of 60 lb. to the bushel.

Liverpool Gas Cannel.....	10	—	@11	—
Liverpool House Cannel.....	14	—	@16	—
Anthracite (by cargo) ... Per ton of 2,000 lb.	5	—	@ 6	—

**Philadelphia Stock Exchange**

Actual Sale Prices for the week ending June 20.  
W 14 Th 15 F 16 S 17 M 18

	W. 14.	Th. 15.	F. 16.	Sat. 17.	M. 19.	Tu. 20.
Allegheny Val. 7 3-10s.						
7s, Income.						
Camden & Am. 6s, 1885.	104	104				
6s, 1886.					101	
Mort. 6s, 1899.		105				
Camden and Atlantic						
Preferred.					83	
1st mortgage.						
2d mortgage.			104			
Catawissa.						
Preferred.						
New preferred.	40					
7s, new.	108					
Del. & Bound Brook 7s						104
Elmira & Williamsport.						
Preferred.						
7s.						
Hunt. & B. Top Mt.						
Preferred.						
2d mortgage.						
Lehigh Navigation.	46	47	47	46	46	46
6s, 1877.						
6s, 1884.	103			103		104
Gold Loan.				103x	103	
Railroad Loan.	108					
Conv. Gold Loan.						
Lehigh Valley.	59	59	60	59	59	
6s, new, coupon.	105					
6s, new, registered.			106			
7s.						
Consol. mort. 6s.	98	98		98		
Little Schuylkill.				48		
7s.						
Minehill & Sch. Haven. 5s				53		
North Pennsylvania.						51
1st mortgage 6s.				100		
2d mortgage 7s.						
Chatell 10s.						
Gen'l mort. 7s, coup.	109					
Northern Central.	33	33		33		31
Pennsylvania R. R.	52	52	52	52		52
1st mortgage.	106	106	106	10		52
Gen'l mortgage.		106		106		
Gen'l mort. reg.		106		106		
Consol. mort. 5s.						
Penn. State 6s. 2d series.						
Penn. State 6s. 3d series.		113		103		104
Philadelphia City. 6s.						
6s, new.	108	108	109	108	108	108
Phila. and Reading.	44	44	44	44	44	44
Debenture bonds.						
7s, of 1893.						
7s, new, convertible.	100	100	100			
Gen'l mortgage.						
Gen'l mortgage, reg.		106				
Philadelphia and Erie. 18	18	18		18		18
1st mortgage, 6s.	104			101		
2d mortgage, 7s.	95	95		96		
Pittab. Cin. & St. L. 7s.						
Pittab. Titusv. & Buff. 10	104	104	10	91		
Schuylkill Navigation.						51
Preferred.	12					15
6s, 1872.						
6s, 1876.						
6s, 1882.		76	76	78	73x	
6s, 1895.						
United Co. of N. Jersey.	143	141	141	141	141	141
Hestonville, (Horse). 36	38			38	38	38
Chestnut & Wal. (do.). 90						
Germantown (do.). 70					70	70
Green and Conate (do.).			55	54		
Lombard & 8th. (do.).						
2d and 3d streets (do.).					82	82
Spruce and Pine (do.).	36				374	374
18th and 16th sts. (do.).	39	39	40	39		
Union. (do.).						

## Baltimore Stock Exchange.

*Actual Sale Prices for the week ending June 20.*

	W.14.Tb 15 F.10. Sat.17.M.10.Tu.20.		
Baltimore and Ohio...	162½	102½	104½
6s, 1880.....			
6s, 1888.....	102½	102½	36x
Central Ohio.....			
1st mortgage.....			
Marietta & Cincinnati.....			
1st mortgage, 7s.....	106½	106½	
2d mortgage, 7s.....	91	91	93
3d mortgage, 8s.....	70	70	70½
North Central.....			
2d mortgage, 6s 1888.....			103
3d mortgage, 6s, 1900.....	102½	102½	103
6s, 1900, Gold.....			
Orange and Alex. 1st.....			
2d mortgage, 6s.....			
3d mortgage, 8s.....		66	44
4th mortgage, 8s.....			44
O., Alex. & Manassas.....	103½	84½	84
Pittsb. & Connellsv. 7s 104.....	103½	104½	104½
Virginia Cn. Consol.....	66½	67½	67½
Consol. Coupons.....		86	86
Deferred Certificates. 7.....	61	61	
Western Maryland.....			
1st M., end. by Balt.....			
2d M., do.....			
3d M., do.....			
1st M., unendorsed.....			
2d M., end. Wash. Co.....			
2d Mort., preferred.....			
Olty Passenger R.R.....			



**New York Stock Exchange.**

*Actual Sale Prices for the week ending June 21*

Th. 15. F. 16. Sa. 17 M. 19. Tu. 20. W. 21

FEDERAL STOCKS:—			
U. S. 5s, 10-40a, reg.....	118½	118½	118 118 .....
U. S. 5s, 10-40a, coup.....	118½	118½	118½ 118½ .....
U. S. 5s, 1881, reg.....	117½	117½	117½ 117½ .....
U. S. 5s, 1881, coup.....	117½	117½	117½ 117½ .....
U. S. 5s, 1881, reg.....	120½	120½	120½ 120½ .....
U. S. 5s, 1881, coup.....	124½	124½	124 124 123½
U. S. 5s, 6-20a, reg. 1886 .....	116½	116½	116 116 .....
U. S. 5s, 6-20a, c. 1886 .....	116½	116½	116½ 116½ .....
U. S. 5s, 6-20a, r. n. 1886 .....	117½	117½	117½ 117½ .....
U. S. 5s, 6-20a, c. n. 1886 120½	120½	120½	120½ 120½ .....
U. S. 5s, 6-20a, reg. 1867 .....	119½	119½	119 119 120½
U. S. 5s, 6-20a, c. 1867 .....	123½	123½	123 123 123½
U. S. 5s, 6-20a, reg. 1868 .....	124	124	124 124 .....
U. S. 5s, 6-20a, c. 1868 .....	124	124	124 124 .....
U. S. 5s, Pac. R. R. issue .....	126	126	126 126 .....

London Stock Exchange.			
	Closing Prices.		
	June 9.	June 2.	
Atlantic & Gt. W. 1st mort., \$1,000.	23	25	23
Do. 2d mort., \$1,000 .....	9	11	10
Do. 3d mort., \$1,000 .....	4	5	4
Atlantic, Miss. & Ohio Consol. mort.	20	25	20
Central of New Jersey Consol. mort.	94½	95½	94
Central Pacific of California 1st mort.	68	99	98
Do. (C. & O. div.) 1st mt. gd. bds.	67	29	80
Detroit & Milwaukee 1st mort. bonds	35	45	35
Do. 2d do.	35	45	35
Erie shares, \$100 .....	121	121	124
Do. Preference Shares .....	17	16	18
Do. 7 Convertible Gold Bonds .....	31	32	31
Galveston and Harrisburg 1st mort.	60	65	60
Illinois Central \$100 shares .....	87	89	85
Lehigh Valley Consol. mortgage .....	82	80	80
Marquette and Cincinnati Railway ..	99	101	99
Mo., Kan. & Tex. 1st M. G. B. Eng.	66	58	56
N. Y. Cent. & Hud. Riv. Mt. bonds 111	112	111	112
Do. 1st mortgage .....	98	100	98
Pennsylvania, \$50 shares .....	47	48	46½
Do. 1st mortgage .....	93	95	93
Philadelphia and Reading \$50 sha.	354	404	391
Pittsburg, Ft. W. & Chic. Equip bds.	99	101	99
Union Pacific Land Grant 1st mort.	89	91	89
Do. do. do. 2d do.	94	96	94

—Closing Prices.—

	June 9	June 2
Atlantic & Gt. W. 1st mort., \$1,000.....	23	25
Do. 2d mort., \$1,000.....	9	11
Do. 3d mort., \$1,000.....	4	5
Atlantic, Miss. & Ohio Consol. mort.....	20	25
Central of New Jersey Consol. mort.....	241	241
Central Pacific of California 1st mort.....	98	99
Do. (C. & O. div.) 1st mt. gd. bds.....	87	89
Detroit & Milwaukee 1st mort. bonds.....	35	45
Do. 2d do.....	35	45
Erie shares, \$100.....	121	121
Do. Preference Shares.....	17	19
Do. 7 Convertible Gold Bonds.....	31	32
Galveston and Harrisburg 1st mort.....	60	65
Illinois Central \$100 shares.....	87	89
Lehigh Valley Consol. mortgage.....	89	90
Marquette and Cincinnati Railway.....	99	101
Mo., Kan. & Tex. 1st M. G. B. Eng.....	66	68
N. Y. Cent. & Hud. Riv. Mt. bonds.....	111	112
Do. 1st mortgage.....	98	100
Pennsylvania, \$50 shares.....	47	48
Do. 1st mortgage.....	93	95
Philadelphia and Reading \$50 shares.....	354	404
Pittsburg, R. W. & Chic. Equip. bds.....	99	101
Union Pacific Land Grant 1st mort.....	89	91
Do. do. do. 2d do.....	94	96

**Saturday, June 24, 1876.**

The supply of Money is augmenting rapidly at this centre. The requirements of responsible borrowers are very moderate for all purposes, and do not afford the opportunity of employing balances profitably to anything like the extent which would suit the interests of lenders. The dullness in the loan and discount market tends to divert large sums of money into other channels, notably into the line of investment purchases of U. S. bonds, which are quoted stronger in price on restricted offerings. Call loans are quoted at 1 1/2 per cent, and best mercantile credits at 4 1/2 per cent per annum. The City banks report a further gain of legal tender notes; with a falling off in other items. The Government office here enlarged its coin and currency balances moderately during the week. The U. S. Sub Treasury currency balance was augmented \$521,902, and the specie reserve \$547,677. National Bank notes received at the Treasury Department last week for redemption were to the amount of \$1,716,000. The City Banks have had their deposits cut down \$2,228,500; and their legal tender reserve enlarged \$1,800,200. The specie average has been reduced \$410,900. The loan and discount item was diminished \$2,508,600. The circulation fell off \$163,700. The U. S. Sub Treasury in this city closed the week with a currency balance of \$33,556,497 against \$33,083,595 the preceding week; and a coin hoard of \$38,640,999 against \$38,093,822 on the previous return. The City bank exchanges in currency reached \$327,861,542, or a daily average of \$54,560,257. The customs revenue of the port during the week was \$1,636,000.



The City banks reported their average of gold last week at \$15,318,200, and their greenback average at \$54,360,200. Their deposits stood at \$208,602,000. The loan item was \$246,862,100. The circulation was \$15,646,400.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve to liabilities, of \$17,527,900 as against \$16,081,475, the preceding week.

The aggregate of the outstanding U. S. currency, of all denominations, June 1st was \$407,991,585. The outstanding amount of legal tender notes is \$370,123,668. The National bank circulation is now \$332,286,878 including \$2,099,190 of national gold bank notes.

On Monday of this week the cash balances of the Treasury Department at Washington were: of Currency \$10,349,570; special deposit of legal tenders for the redemption of certificates of deposit, \$35,120,000; Coin, \$65,664,354; Coin certificates, \$22,874,000.

The week's import entries of Foreign Merchandise at New York were \$5,733,733, including \$718,334 of Dry Goods.

The income of the Government from internal revenues in the current fiscal year, commencing with July 1, 1875, has been about 111 millions; and from Customs, 143 millions.

The specie exports from San Francisco Jan. 1 to June 8 were \$19,733,478.

Gold has been quoted lower and less active. The speculative inquiry lacks spirit. The customs call has been very moderate. The export drain has been rather more extensive. The extremes of the price during the week have been 112½@112¾, closing on Wednesday at 112¾, as against 112¾ on Wednesday of the preceding week. The specie outflow last week was \$1,123,310 against \$421,421 the previous week. The imports of specie at this port last week were \$108,391, and since January 1st \$1,914,785 as against \$6,734,059 same time last year. The customs demand for gold last week averaged \$272,667 per day. Foreign Exchange has been in moderate demand and quoted about steady in price. Bankers sixty day bills on London closed on Wednesday at \$4 87½@88; sight bills on London at \$4 89½@90 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$6,233,968. The week's imports of Dry Goods and general merchandise were to the specie value of \$5,733,733 as against \$4,683,961 the corresponding week of 1875.

Government Securities have been in more demand for investment purposes at higher and buoyant prices. The amount of U. S. bonds held by the Treasurer of the United States, as security for the National Bank circulation, is \$342,340,350.

U. S. sixes of 1881 closed on Wednesday of this week at 124@124½; U. S. Five-Twenties of 1865, at 116@116½; U. S. Five-Twenties of 1865 consolidated, 120½@120¾; U. S. Five-Twenties of 1867, 123@123½; U. S. Five-Twenties of 1868, 124½@124¾; U. S. Ten-Forties at 118½@119; U. S. Fives of 1881, (Funding Loan) 117½@117¾; Six per cent. currency sixes 126½@127¾.

State and Railway bonds have been moderately active, and prices of the more substantial ones have been quoted firmer. And in the line

of Railway and Miscellaneous share property the movements have been rather more extensive with prices, however, quoted quite variable, closing with more steadiness.

General business has been less active in the leading branches. The warm weather has been, to some extent, adverse to trade interests. Domestic produce has been less sought after for shipment and home use at, in most instances, easier prices. Petroleum has been exceptionally brisk, especially refined for export. Foreign merchandise has been comparatively quiet and weak as to values. Sugars and Coffee held with confidence. A moderate inquiry has been noted for Metals, without important alterations in values. Eglington Pig Iron quoted here at \$27 50@28; Glengarnock \$29 50@30; Coltness \$30@30 50; No. 1 American Pig at \$22@23; No. 2 do. at \$20; Forge \$18@20; American Rails at works \$40@43; Old Rails \$21@22. Wrought Scrap \$28. Ocean freights have been moderately active, at lower rates. Accommodation for Grain, Provisions, Petroleum, Cotton, Tobacco and Flour, in most request.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

*New York.*—Missouri, Kansas and Texas, R. R., 9; do. 7s. S. F., 55; Buffalo and Erie 7s, new, 104; Cleveland and Toledo 7s, S. F., 108½; Rensselaer and Saratoga 1st mort., 115; Long Island R. R., 1st mort., 102; Winona and St. Peter 1st mort., 85; do. 2d mort., 70; Kalamazoo and White Pigeon 1st mort., 86; Chesapeake and Ohio 1st mort., coupon on, 29¼; Mariposa L. and M., 6¼; do. pref., 6; Union Mining Co., 1½; Pennsylvania Coal 260; Tennessee 6s, old, 45; do. new, 44½; do. new series, 44½; Louisiana 7s, consol., 67½; North Carolina 6s, Fund Act 1868, 6½; Missouri 6s, 1878, 103½; do. long bonds, 107¾. The latest quotations are: Pacific Mail, 25¼@25¾; Western Union Telegraph, 67¼@67¾; Atlantic and Pacific Tel., 17¼@17½; Quicksilver Mining, 13@15; do. pref., 18@22; Mariposa Land and Mining, 5¼@7; do. pref., 6¼@8; Adams Exp., 109@110; American Exp., 59@60; U. S. Express, 72½@74; Wells-Fargo Express, 89¾@90; Chicago and Alton, 102@103; Cleveland and Pittsburg, 92¼@93; Chicago and North-western, 43½@43¾; do. pref., 67@67½; Chicago, Rock Island and Pacific, 109½@109¾; Chicago, Milwaukee and St. Paul, 42¼@42¾; do. pref., 71½@72; Cleveland, Columbus, Cincinnati and Indianapolis, 43@45; Columbus, Chicago and Indiana Central, 3¾@4¼; Delaware, Lackawanna and Western 107½@107¾; Erie, 13½@13¾; Hannibal and St. Joseph, 13¾@14; do. pref., 22½@24; Lake Shore and Michigan Southern, 55½@55¾; Michigan Central, 48¾@48½; New York and Harlem, 134@137; N. Y. Central and Hudson River 106@106¾; Central of New Jersey 77¼@78; Ohio and Miss., 16½@16¾; Panama, —@140; Toledo, Wabash and Western, 1¼@2; Pacific R. R. of Mo., 8½@9; Union Pacific, 53@59; do. 1st mort., 106½@—; do. 7s, land grant, 101@—; do. sinking fund 8s, 90¾@—; Central Pacific 6s, gold, 109½@110.

*Philadelphia.*—Philadelphia and Reading Coal and Iron mort. 7s, 83; do. debent. 7s, 79; Lehigh Nav. Greenwood 7s, 97¾; Pittsburg, Titusville and

Buffalo 7s, 49; North Pennsylvania Gen'l mort. 7s, reg., 109½; Schuylkill Nav. 6s, B. L., 78; Pennsylvania Canal 6s, 75; Belvidere Delaware 3d mort., 97½; Shamokin Valley and Pottsville 7s, 102; Philadelphia, Germantown and Norristown R. R., 100; Fifth and Sixth Streets R. R., 70; Morris Canal pref., 138; Northern Pacific R. R. pref., 10; Central Transp., 48; Southern Transp., 30½; Pittsburg 7s, Avenue loan, 108. The latest quotations are: City 6s, 104@—; do. free of tax, 108@108½; Pennsylvania State 6s, 2d series, 105@105½; do. 3d series, 113@113½; Philadelphia and Reading, 44¾@44¾; do. Gen'l mort. 7s, coup., 106¼@107¾; do. reg., 105¾@106½; do. mort. 6s, 1880, 104@106; do. 7s, new conv., 100@101; do. 7s, 1893, 107@—; United New Jersey R. R. and Canal Co., 140@141; Camden and Amboy mort. 6s, 1889, 104¼@104¾; Pennsylvania R. R., 52¾@52¾; do. 1st mort., 106¾@107; do. general mort. coupon, 106¼@106¾; do. reg., 106@106¼; do. Consol. mort. 6s, reg., 100@102; Little Schuylkill R. R., 48@50; Morris Canal, 54@58; do. pref., 137@139; Susquehanna Canal, 6@9; do. 6s, 73@76; Schuylkill Nav., 6@7½; do. pref., 13½@14; do. 6s, 1882, 73@73¾; do. 1872, 87@87; Elmira and Williamsport pref., 42@43½; do. 7s, 104@—; do. 5s, 64@—; Lehigh Coal and Navigation, 46½@46¾; do. 6s, 1884, 103½@104; do. R. R. Loan 103½@103½; do. Gold Loan, 103½@104; North Pennsylvania, 51@52; do. 6s, 108½@—; do. 7s, 109@—; do. Gen'l mort. 7s, 109½@—; do. chattel 10s, 108; @103; Philadelphia and Erie 18@18½; do. 6s, 100@101; do. 7s, 96@96½; Minehill, 53@53½; Catawissa, 13¾@14; do. pref., 41@42; do. new pref., 39¾@40¾; do. 7s, 1900, 106@107; Lehigh Valley, 58¾@58¾; do. 6s, new coupon, 106@—; do. reg., 106@—; do. 7s, 110@110½; do. consol. mort., 93¾@99; Fifth and Sixth streets (horse), 70@71; Second and Third, 82@85; Thirteenth and Fifteenth, 39@40; Spruce and Pine, 35½@37; Green and Coates, 54@55; Chestnut and Walnut, 91@100; Hestonville, 32¾@32¾; Germantown, 69@71; Union, 100@105; Lombard and South, 20@25; Ridge Avenue, 66@—; Tenth and Eleventh 125@—.

*Boston.*—Pueblo and Arkansas Valley 7s, 65; Burlington and Missouri River R. R. in Nebraska 8s, new, 90; Rutland R. R. scrip, 62½; Summit Branch, 32½; Boston, Clinton, Fitchburg and New Bedford R. R., 100; Boston Land, 6¼; Maine 6s, 1889, 110; Boston 5s, 112; Providence 5s, 1900, 108; St. Louis 6s, 1889, 102¾; Cambridge 6s, 1884, 107; do. 1894, 110½; Bangor 6s, 1894, 102¾; Toledo 8s, 1893, 109¾; do. 1888, 107; Cincinnati 7.30s, 1902, 105¼; Chicago 7s, 103¼@104; Rockland Mining Co., 25c.; Duncan Silver, 62½c.

*Baltimore.*—Baltimore City 6s, 1875, 102; do. 1890, 107¼; Cincinnati 7.30s, 109½; Maryland Defense 6s, 111; Virginia consols, reg., 64; Central Ohio R. R., pref., 40; Virginia and Tennessee 8s, 68; Richmond and Danville 6s, 1880, 68½; Atlantic Coal, 2.05. The latest quotations are: Chesapeake and Ohio Canal 6s, 106@107½; Wilmington and Weldon 7s, —@105; Wilmington, Columbia and Augusta 7s, 25@40; Richmond and Danville 1st mort., 68@69; Pittsburg and Connellsville 7s, 1898, 104½@104¾; Baltimore and Ohio, 151@159; do. pref., 105@—; do. 2d pref., —@103; do. 6s, 1880, 104¼@104½; do.



1885, 102½@103; Washington Branch, —@142½; Northern Central, 84@84½; do. 6s, 1877, 101@—; do. 6s, 1885, 102½@103; do. 6s, 1900, 101@102; do. 6s, 1900, gold, 103@103½; N. W. Va. 3d mort., 1885, 101@—; Marietta and Cincinnati 1st mort. 7s, 1892, 106½@106½; do. 2d mort. 7s, 99½@98½; do. 3d mort. 8s, 70@70½; Central Ohio, 84@86; do. pref., 88@41; do. 1st mort., 97½@99; Western Maryland 1st mort. 6s, 1890, 91@91½; do. 1st mort. guar., 105½@—; do. 2d mort. guar., 105@—; do. 3d mort. guar., —@108, do. 2d mort. pref., 100@—; do. 2d mort. guar. by Washington Co., 102@—; Virginia and Tennessee 2d mort. 6s, 68½@70; do. 3d mort. 8s, 69½@72½; Orange and Alexandria 1st mort. 6s, 80@81; do. 2d mort. 6s, 71@72; do. 3d mort. 8s, 65@70; do. 4th mort. 8s, 43@44½; Orange, Alex. and Manassas 7s, 84½@85; Baltimore 6s, 1875, 101½@102; do. 1884, 110@—; do. 1886, 110½@—; do. 1890, 107½@—; do. 1900, 107@—; do. 1902, —@107; do. 6s, exempt, 118@—; do. 6s, 93@95; Memphis City 6s, —@49; Maryland Defense 6s, 1883, 111@111; do. 6s, 1890, 103@108; do. 6s, exempt, 114@115; do. 6s, —@104; Virginia coupon 6s, old, 30@—; do. new, 30@—; do. consol. 6s, 67½@67½; do. 2d series, 30@36; Virginia Consol. coupons, 85½@86; West Virginia def. certif., 6½@7; City Passenger R. R., 81@82½; George's Creek Coal, 140@150; Atlantic Coal, 2.05@2.20; Canton Co., 30@—; do. 1st mort. 6s, —@96.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD?  
COMPANY, NEW YORK, June 21, 1876.

A DIVIDEND OF FOUR PER CENT. HAS been declared by this company, payable on the 1st day of August next to the holders of full paid shares registered at the close of the 14th day of July next, after which, and until the 5th day of August the transfer-books will be closed.

L. V. F. RANDOLPH, Treasurer.

Atlantic, Mississippi and Ohio Railroad.

The Petersburg Index-Appeal says that Gen. Mahone turned over the management of the Atlantic, Mississippi and Ohio Railroad to the lately appointed receivers, C. L. Perkins, of New York, and Henry Fink, of Lynchburg, Va., on the 12th inst., together with \$70,000 in cash, with the prospective receipts for the balance of June of \$60,000 for connecting lines, and \$40,000 from daily receipts. So the receivers will have on hand on the first of July \$170,000, out of which they will only have to pay the current expenses of one month, which can be anticipated out of the receipts of the first fifteen days in July.

Acting under the instructions of the board of directors the president of the James River and Kanawha Canal Company has subscribed on behalf of that company 4,000 shares of the Buchanan and Clifton Forge Railway Company, and executed a mortgage directed by the stockholders to secure \$400,000 of bonds to be issued under an act of the Legislature. The proposed road is to extend from Buchanan, in Botetourt county Va., the present terminus of the canal, to Clifton Forge, a point on the Chesapeake and Ohio Railroad, a distance of thirty-two miles.

H. J. JEWETT, Esq., President and Receiver of the Erie Railway Company, will sail for Europe on the 24th inst., to confer with Sir Edward Watkins and others on matters connected with that road.

Washington City, Virginia Midland and Great Southern Railroad.

A suit has been entered in the Orphans Court of Alexandria, Va., by J. D. Bowie for himself and other creditors against the Washington City, Virginia Midland and Great Southern Railroad Company, and John S. Barbour, Robert Garrett, Decatur H. Miller and others, trustees of said company, the object of which is to foreclose the mortgages on the Washington City, Virginia Midland and Great Southern railroad, the Virginia and North Carolina railroad, the Orange, Alexandria and Manassas railroad, and the Orange and Alexandria railroad, and to sell the property of the several corporations and subject the proceeds of sale to the payment of their debts according to priority, and in the meantime to have a receiver appointed to take charge of the Washington City, Virginia Midland and Great Southern Railroad Company until a sale is effected.

At the recent annual meeting of the stockholders of the Worcester Railroad Company, at Snow Hill, Md., the following officers were elected for the ensuing year: President, G. B. Bishop; secretary, Thos. D. Purnell; directors, John R. Franklin, George W. Covington, George C. Townsend, E. K. Wilson, George W. Purnell, Thos. D. Purnell, Wm. Showell of Md., N. L. McCready, John Bodine and E. K. Moore of N. Y., Thos. Bumgardner of Pa., and Charles C. Stokely of Del. The road was reported to be in a flourishing condition, the Franklin extension adding much to its receipts, and the financial outlook is good.

Herapath's Railway Journal says the directors of the Great Western Railway company of Canada are prepared to pay at maturity the six per cent. Bonds of the Company, due 15th July, 1876, or at the option of the holders either to renew them at the same rate of interest for three or five years, or to issue £180 of 5 per cent. Registered Debenture Stock, carrying interest from 1st February, 1876, in exchange for each £100 of such 6 per cent Bonds.

The judgment of \$197,000 in favor of the Pennsylvania Transportation Company against the Cil Creek Railroad, which was appealed from some months ago, was affirmed and final judgment entered by Judge Lowrie of the Crawford County Court, Pennsylvania, on the 19th inst.

W. L. Scott, of Erie, Penn., has been elected President of the Canada Southern Railway Company. The Executive Committee are: W. K. Vanderbilt, Augustus Schell, S. F. Barger and Sidney Dillon.

The contract for grading the Ione Railroad between Buckeye and Ione City has been let to Messrs. Turton & Knox, of Sacramento, the same firm that did the grading between Galt and Buckeye. The grading will soon be finished.

Operations on the Grand Southern Railway in New Brunswick were commenced on the 8th inst. at St. George's when the first sod was turned, and a salute fired from Fort Douglas in honor of the event.

Another section of the Western Counties Railway, extending from Annapolis Royal to the town of Digby, has been put up for tender.

Grand Southern Railway.

All sorts of reports are current about the letting of contracts on the above line and the commencement of work on it. The latest are to the effect that a Mr. Savage from Augusta, Maine, has taken the grading of the road for a distance of 15 miles eastward from St. George, towards St. John; a Mr. McLane, a recent contractor on the Intercolonial, 7 miles westward from St. George; and Messrs. N. Smart and H. Rudge between 16 and 20 miles from Digdeguash to St. Stephen. Meanwhile a large staff of engineers are at work, shanties are being erected along the proposed route, and navies and contractors are flocking into St. George.—*St. Stephen Journal*.

In the United States Circuit Court at Charleston, S. C., on the 16th inst., in the case of Wilmer vs. Atlanta and Richmond Air Line R. R. Co., a decree was made confirming the Georgia decree as to the position of the road in South Carolina, and ordering that the sale give a good title to the purchasers. In Marks vs. Port Royal R. R. Co. and Union Trust Company vs. the same, a decree was made for foreclosure of the first mortgage bonds and sale in default of payment of \$2,500,000 and interest by July 15, allowing the bondholders to become a corporation, and making the stockholders liable for deficiencies.

The Fredericksburg, Orange and Piedmont Railroad, running from Fredericksburg to Orange Court-House, has been sold to a company called "The Royal Land Company of Virginia." The new company propose making the road narrow gauge, and will extend it to Harrisonburg, where it will connect with a line which the company is now building from their coal fields near Rawley Springs. The sum paid for the road was \$40,000. It is not known definitely whether Fredericksburg or Matthias' Point, on the Potomac River, will be the eastern terminus.

The directors of the Middletown, Unionville and Water Gap Railroad Company, elected on the 29th ult., are: Grinnell Burt, Wm. H. Clark, H. A. Wadsworth, D. C. Dusenberry, Horatio B. Wilcox, James B. Hulse, M. S. Hayne, Oscar Dunn, Asa Smith, Wm. H. Wood, Jas. A. Bell, Jas. N. Pronk, Levi Starr. The new Board organized by the election of Grinnell Burt, President; Asa Smith, Vice-President; W. H. Clark, Treasurer; J. M. Pronk, Secretary.

The Edgar Thomson works are making sixty feet Bessemer rails, which they are shipping to a number of Southern roads. The Boston and Providence Railroad is using the sixty feet rails made by the Edgar Thomson works.

The Denver and Rio Grande Railroad is completed and running to Levata, twenty-five miles southwest from Cuchonhas, and seventy-four miles from the San Juan gold region, by the Fort Garland route.

Mr. Edward Clark, of this city, has been elected a director of the Central Railroad Company of New Jersey, to fill a vacancy.

Coshocton, Ohio, has subscribed \$30,000 toward building the Massillon and Coshocton Railroad.

G. W. Bishop has been elected President, and Thomas D. Purnell Secretary of the Worcester (Md.) Railroad Company.



## CITY PASSENGER RAILROAD SHARE AND BOND LISTS

## HORSE PASSENGER RAILROAD SHARE LIST

Years ending	Length track equiv. single	Horses and Drivers	Comp.	Cost of Road and Equipment	Share Capital	Indebtedness	Earnings	Dividends Paid	Value of Shares
						Bonded Debt	Freeing Debt	Gross	Net
Sept. 30, '75	11.00	153	45	Albany.....N.Y.	221,500	200,000	79,500	131,000	38,717
Sept. 30, '75	1.00			Albany St. Freight (B'ton). Mass.	49,358	75,000		1,999	158
Sept. 30, '75	25.00	491	98	Atlantic Avenue (Bklyn). N.Y.	1,261,912	600,200	490,000	376,017	128,899
Dec. 31, '75	9.81	704	106	Baltimore City (Balt.). Md.	1,000,000	1,000,000		616,538	221,900
Sept. 30, '75	22.00	390	43	Bleek. St. & F.P. (N.Y.C.). N.Y.	1,801,796	900,000	697,000	246,785	51,992
Sept. 30, '75	5.82			Boston and Chelsea.....Mass.	110,000	110,000		8,800	7,092
Sept. 30, '75	13.89	810	60	Broadway (Brooklyn).....N.Y.	473,576	200,000	210,000	225,488	63,516
Sept. 30, '75	16.25	1,000	147	B'way & 7th Av. (N.Y.C.). N.Y.	3,907,099	2,100,000	1,500,000	1,004,892	288,281
Sept. 30, '75	8.25	9 D.	32	Brooklyn, Bath & Coney I.N.Y.	266,105	80,000		47,051	Loss.
Sept. 30, '75	89.00	1978	441	Brooklyn City.....N.Y.	2,440,056	2,000,000	300,000	1,469,318	321,341
Sept. 30, '75	22.50	287	72	Brooklyn City & Newtown.N.Y.	879,359	400,000	55,710	196,743	59,363
Sept. 30, '75	19.93	231	67	Brooklyn, Cross-Town.....N.Y.	719,856	395,400	300,000	178,983	37,348
Sept. 30, '75	17.86	111	28	Brooklyn East Side.....N.Y.	414,238	28,000	238,000	62,332	9,991
Sept. 30, '75	17.02	411	71	Buffalo street (Brooklyn). N.Y.	648,928	100,000	568,889	211,606	33,422
Sept. 30, '75	11.00	134	33	Bushwick (Brooklyn).....N.Y.	499,604	300,000	200,000	176,149	107,374
Sept. 30, '75	30.30			Cambridge (Boston).....Mass.	824,300	824,300	150,000	77,187	77,187
Sept. 30, '75	4.92	149	30	Central Cross-Town. N.Y. City.	847,046	600,000	240,000	74,979	Deficit
Sept. 30, '75	24.00	1108	181	Cen. P., N. & E.R. (N.Y.C.). N.Y.	4,078,700	1,876,700	1,200,000	774,315	153,286
Sept. 30, '75	6.00	176	26	Christopher & Tenth st. N.Y.C.	768,500	650,000	68,500	93,112	5,617
Oct. 31, '75	9.80	342	49	Citizens (Phila.).....Pa.	232,467	192,750		359,714	106,982
Oct. 31, '75	9.61	227	38	Citizens (Pittsburg).....Pa.	179,870	184,000	50,000	207,918	41,817
Sept. 30, '75	15.03	248	28	Coney Island & Brooklyn.N.Y.	716,750	500,000	307,000	207,280	37,793
Sept. 30, '75	11.26	876	181	Dry Dock, E.B. & B. (N.Y.C.). N.Y.	1,191,213	1,300,000	1,005,000	937,476	322,356
Sept. 30, '75	10.31	1075	112	Eleventh Avenue (N.Y. City). N.Y.	1,825,076	1,000,000	203,000	839,785	136,410
Dec. 21, '75	7.09	82	17	Elizabeth and Newark.....N.Y.	276,920	232,725		41,193	46,333
Oct. 31, '75	5.67	32	20	Federal St. & Pl. Val. (Phg.). Pa.	156,719	100,000	75,000	72,901	8,639
Sept. 30, '75	10.26	453	64	42d St. & Gr'd St. F. (N.Y.C.). N.Y.	1,054,679	748,000	236,000	348,096	58,907
Oct. 31, '75	2.96	602	71	Frankford & Southwark (Ph.). Pa.	937,902	600,000	211,500	492,719	98,104
Oct. 31, '75	34.91	452	78	Germantown (Phila.).....Pa.	772,305	539,514	106,500	471,319	103,017
Sept. 30, '75	8.77	153	27	Gr'd St. & Newtown (Bk'n). N.Y.	321,840	170,000	90,000	95,236	2,405
Sept. 30, '75	8.50	172	41	Gr'd St. Prop. Pk. & Flatb. N.Y.	460,592	200,000	200,000	77,578	2,700
Oct. 31, '75	7.94	241	48	Green and Coates st. (Phila.). Pa.	262,912	150,000	100,000	211,719	61,322
Sept. 30, '75	11.95	139	26	Harlem Br. Morr. & P'dham. N.Y.	287,502	299,100	146,000	97,966	6,334
Sept. 30, '75	11.85	321	66	Hous. W. St. & Pavonia Fy. N.Y.	717,250	338,750	478,500	238,493	50,400
Oct. 31, '75	17.22	471	76	Heat, Mant. & P'mount (Ph.). Pa.	402,727	300,000	125,000	359,918	93,105
Sept. 30, '75	6.50	264	39	Highland (Boston).....Mass.	450,083	230,000	120,000	227,438	41,250
Sept. 30, '75	10.75	66	23	Jamaica, Woodh'n & Bklyn. N.Y.	100,000	100,000		22,019	50
Oct. 31, '75	5.99	132	22	Lombard and South st. (Ph.). Pa.	179,807	125,000	62,500	109,882	21,309
Sept. 30, '75	7.50	7	4	Long Island City Shore.....N.Y.	165,000	75,000	90,000	20,761	3,337
Sept. 30, '75	6.09	50	12	Lowell Horse.....Mass.	100,569	93,100		33,927	4
Sept. 30, '75	12.79	262	37	Lynn and Boston.....Mass.	291,296	200,000	50,000	166,496	15,587
Sept. 30, '75	3.50			Malden and Melrose.....Mass.	60,246	165,500	14,000		
Sept. 30, '75	5.21	60	15	Merrimac Valley.....Mass.	79,770	50,000		33,422	2,615
Sept. 30, '75	47.49	1317	293	Metropolitan (Boston).....Mass.	2,708,761	1,500,000	748,442	1,126,707	219,958
Sept. 30, '75	16.03	815	63	Middlesex (Boston).....Mass.	733,090	400,000	376,000	249,821	54,506
Sept. 30, '75	8.68	52	32	Namunkong.....Mass.	207,197	150,000	35,900	32,000	2,792
Sept. 30, '75	3.82	35	8	New Bedford & Fairhaven. Mass.	81,096	50,000	30,190	32,276	2,457
Sept. 30, '75	4.20	52	12	New York Elevated.....N.Y.	1,677,522	798,300	771,000	93,657	de1,477
Sept. 30, '75	7.50	53	17	New York & Flatbush. N.Y.	338,658	300,000		65,386	3,197
Sept. 30, '75	6.10	200	30	Ninth Avenue (N.Y. City). N.Y.	990,422	799,200	207,000	106,330	13,432
Sept. 30, '75	11.18	124	29	North 2d St. & Middle Vil. N.Y.	242,810	142,000	125,000	148,351	69,979
Dec. 31, '75	13.09	241	47	Orange and Newark.....N.J.	1,041,167	290,000	156,420	222,901	31,077
Sept. 30, '75	14.40	160	42	Park Avenue (Brooklyn). N.Y.	412,093	200,000	300,000	123,715	31,978
Oct. 31, '75	9.83	57	13	People's (Scranton).....Pa.	162,719	150,000	15,000	42,108	13,108
Oct. 31, '75	6.69	21	14	People's (Pottsville).....Pa.	162,114	100,000	35,000	8,107	23,991
Oct. 31, '75	12.79	641	119	Philadelphia City (C. & W.). Pa.	793,912	500,000	200,000	562,307	123,409
Oct. 31, '75	6.22	16	15	Philadelphia and Darby.....Pa.	328,859	200,000	100,000	24,000	8
Oct. 31, '75	13.17	151	32	Philadelphia & Gray's Ferry. Pa.	311,718	300,000	6,500	121,718	41,718
Oct. 31, '75	8.75	137	40	Pbg., Allegheny & Manchester. Pa.	392,718	300,000	100,000	171,319	45,810
Oct. 31, '75	6.50	121	20	Pittsburg and Birmingham.....Pa.	196,322	150,000	50,000	81,310	13,108
Oct. 31, '75	10.00	132	28	Pbg. Oakland & E. Liberty. Pa.	191,927	150,000	45,000	59,172	
Dec. 31, '75	7.13	71	18	Portland.....Me.	175,000	157,000		1,000	4,791
Sept. 30, '75	6.00	40	13	Poughkeepsie City.....N.Y.	131,702	76,705	27,000	38,908	2,643
Sept. 30, '75	16.75	212	44	Prospect Park & Coney I. N.Y.	1,011,126	500,000	500,000	151,178	43,339
Dec. 31, '75	14.12	290	44	Ridge Avenue (Ph.). N.Y.	423,951	450,000	58,400	249,316	51,102
Sept. 30, '75	17.00	150	47	Rochester and Brighton.....N.Y.	263,509	105,000	138,000	122,807	45,789
Sept. 30, '75	22.00	1109	159	Second Avenue (N.Y. City). N.Y.	2,547,402	1,193,500	45,000	780,147	135,657
Oct. 31, '75	41.66	635	116	2d and 3d street (Phila.). Pa.	822,901	671,576	109,300	671,222	192,513
Oct. 31, '75	7.50	301	38	17th and 18th street (Phila.). Pa.	209,437	160,000	50,000	249,668	79,314
Sept. 30, '75	8.37	1075	112	Sixth Avenue (N.Y. City). N.Y.	2,367,088	750,000	415,000	836,970	102,899
Sept. 30, '75	10.36	350	62	South Boston.....Mass.	546,288	450,000		308,595	35,976
Sept. 30, '75	6.50	109	26	South Brooklyn & Park.....N.Y.	114,774	150,000	100,000	47,241	6,210
Sept. 30, '75	1.75			South Ferry.....N.Y.	280,111	150,000	137,000	31,791	6,496
Sept. 30, '75	6.09	89	9	Springfield.....Mass.	90,912	50,000		29,922	792
Sept. 30, '75	8.00	40	13	Staten Island.....N.Y.	31,000	31,000		18,288	Deficit
Sept. 30, '75	2.53	24	6	Stoneham street (Boston).....Mass.	42,969	33,000		2,144	1,729
Sept. 30, '75	2.23	22	10	Syracuse and Geddes.....N.Y.	32,236	25,000	25,000	15,619	2,614
Sept. 30, '75	2.60	17	6	Syracuse and Onondaga.....N.Y.	51,267	37,000		14,382	3,796
Sept. 30, '75	4.32	32	8	Taunton.....Mass.	87,198	40,000		17,436	985
Oct. 31, '75	9.20	342	49	10th & 11th st. (Citizens).....Pa.	232,467	192,750		359,714	106,982
Oct. 31, '75	10.75	251	37	13th and 16th streets (Phila.). Pa.	281,709	334,529	100,000	213,529	47,901
Sept. 30, '75	18.00	2094	283	Third Avenue (N.Y. City). N.Y.	4,076,099	2,000,000	30,000	1,824,149	604,928
Sept. 30, '75	6.50	40	13	Troy and Albany.....N.Y.	74,640	44,700	34,375	18,016	3,365
Sept. 30, '75	4.98	30	8	Troy and Cohoes.....N.Y.	50,000	50,000		170,326	17,506
Sept. 30, '75	4.83	290	67	Troy and Lansingburg.....N.Y.	330,304	253,000	102,000	163,116	29,968
Sept. 30, '75	8.00	170	32	23d street (N.Y. City).....N.Y.	910,876	600,000	250,000	530,604	49,984
Sept. 30, '75	7.75	114	28	Union (Boston).....Mass.	504,121	387,800	6,500	701,309	241,302
Oct. 31, '75	36.00	860	151	Union (Phila.).....Pa.	1,410,913	500,000	500,000	409,731	99,385
Sept. 30, '75	35.00		28	Union (Providence).....R.I.	796,180	614,300	75,000	101,880	
Sept. 30, '75	4.43			Union Freight (Boston).....Mass.	253,778	300,000		15,000	13,707
Sept. 30, '75	13.11	92		Utica, Clinton & Bingham. N.Y.	824,553	121,400	300,000	45,590	6,496
Sept. 30, '75	2.50	18	6	Van Brunt st. (Brooklyn). N.Y.	87,000	75,000	15,000	15,141	3,848
Sept. 30, '75	3.21	12		Walham and Newtown.....Mass.	46,253	30,000		7,191	2,925
Sept. 30, '75	14.60	164	30	West Philadelpha.....N.Y.	342,797	240,000	122,000	86,238	12,508
Oct. 31, '75	16.25	522	75	West Philadelphia.....Pa.	632,109	500,000	100,000	462,119	109,401
Oct. 31, '75	4.38	22	7	Wilkesbarre and Kingston.....Pa.	100,000	100,000		31,303	14,901
Sept. 30, '75	5.81			Winnalmet (Boston).....Mass.	62,600	60,000		3,600	3,087
Sept. 30, '75	8.82	14	4	Winthrop (Boston).....Mass.	125,435	100,000	45,000	8,098	509
Sept. 30, '75	4.38	61	12	Worcester.....Mass.	103,135	60,000	33,000	32,907	3,895

## PASSENGER RAILROAD BONDS.

COMPANIES.	Amount outstand- ing.	Interest		Principal Payable.	Market Price
		Rate.	Payable.		
Albany:					
1st Mortgage.....	79,500	7	J. & J.	1883	...
Atlantic (Bklyn) Ave.:					
1st Mortgage.....	115,000	7	A. & O.	1881	...
1st Mort. (Gr'wood Line).....	100,000	7	A. & O.	1884	...
Consolidated Mortgage.....	289,000	7	J. & J.	1885	...
Bleeker St. & Fulton Ferry:					
1st Mortgage.....	697,000	7	J. & J.	1880	...
Broadway (Brooklyn):					
1st Mortgage.....	210,000	7	J. & D.	1882	...
Broadway and 7th Avenue:					
1st Mortgage.....	500,000	7	J. & D.	1884	...
Brooklyn, Bath & Coney I.:					
1st Mortgage.....	80,000	7	J. & J.	1892	...
Brooklyn City:					
1st Mortgage.....	300,000	7	M & N	1882	...
Brooklyn City & Newtown:					
1st Mortgage.....	400,000	7	J. & D.	1879	...
Brooklyn Cross-Town:					
1st Mortgage.....	300,000	7	J. & J.	1888	...
Buffalo East Side:					
1st Mortgage.....	200,000	7	J. & J.	1894	...
Buffalo Street:					
1st Mortgage.....	500,000	7	M & N	1893	...
Bushwick:					
1st Mortgage.....	200,000	7	J. & J.	1889	...
Cambridge (Boston):					
1st Mortgage, guar.....	150,000	6	J. & J.	1881	...
Central Cross-town (N.Y.C.):					
1st Mortgage.....	240,000	7	A. & O.	1894	...
Central Park, N. & E. River					
1st Mortgage, consol.....	1,200,000	7	J. & D.	1885	...
Coney Island & Brooklyn:					
1st Mortgage.....	307,000	7	J. & J.	1877	...
D. Dock, E. B. & W. & Battery:					
1st Mortgage (Consol.).....	1,000,000	7	J. & D.	1891	...
Elighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J. & J.	1896	...
42d St. & G'd St. Ferry (N.Y.):					
1st Mortgage.....	236,000	7	A. & O.	1883	...
Frankford and Southwark:					
1st Mortgage.....	111,500	7	J. & J.	1877	...
2d Mortgage.....	100,000	7	M & N	1891	...
Germantown:					
2d mortgage.....	100,000	7	J. & D.	1884	...
Grand St. & Newtown:					
1st Mortgage.....	90,000	7	A. & O.	1887	...
Grand St. P. & Flatbush:					
1st Mortgage.....	201,000	7	J. & J.	1891	...
Green and Coates:					
1st Mortgage.....	100,000	7	J. & J.	1876	...
Harl. Br. Morris' & Fordh:					
1st Mortgage.....	148,000	7	J. & J.	1889	...
Hous. W. St. & Pavonia F.:					
1st Mortgage.....	478,500	7	J. & D.	1891	...
Hestonv. Mantua & Fairm:					
1st Mortgage.....	125,000	7	J. & D.	1880	...
Highland (Boston):					
1st Mortgage.....	120,000	7	F & A	1894	...
Metropolitan (Boston):					
1st Mortgage.....	743,000	7	J. & J.	1884	107
Middlesex (Boston):					
1st Mortgage sinking fund	100,000	6	M & S	1884	...
2d Mortgage.....	100,000	6	A. & O.	1880	...
3d Mortgage.....	176,000	8	F & A	1885	...
New York Elevated:					
1st Mortgage.....	771,000	7	J. & J.	1891	...
Ninth Avenue (N. Y.):					
1st Mortgage.....	207,000	7	J. & J.	1889	...
Orange and Newark:					
1st Mortgage.....	200,000	6	J. & J.	1881	...
2d Mortgage.....	500,000	7	J. & J.	1885	...
Park Avenue (Bkly):					
1st Mortgage.....	200,000	7	M & N	1888	...
Philadelphia City:					
1st Mortgage.....	200,000	6	J. & J.	1881	...
Philadelphia and Darby:					
1st Mortgage.....	100,000	7	M & N	1887	...
Prospect Park & Coney I.:					
1st Mortgage.....	500,000	7	M & N	1894	...
Second Avenue (N. Y.):					
1st Mortgage.....	350,000	7	J. & D.	1877	...
2d Mortgage.....	200,000	7	F. & A.	1876	...
3d Mortgage.....	160,000	7	A. & O.	1885	...
Consol. Mortgage, conv.	619,000	7	M & N	1888	...
2d & 3d Streets (Phila.):					
1st Mortgage.....	83,700	7	J. & J.	1878	...
Sixth Avenue (N. Y.):					
1st Mortgage.....	418,000	7	J. & J.	1890	...
South Brooklyn and Park:					
1st Mortgage.....	100,000	7	J. & J.	1892	...
13th and 16th Sts. (Phila.):					
1st Mortgage.....	100,000	7	A. & O.	1903	135
Third Avenue (N. Y.):					
1st Mortgage.....	2,000,000	7	J. & J.	1890	...
Twenty-third Street (N.Y.):					
1st Mortgage.....	250,000	7	M & N	1894	...
Union (Phila.):					
1st Mortgage.....	200,000	6	J. & J.	1888	...
2d Mortgage (Debenture)	200,000	7	J. & O.	1881	...
Utica, Clinton & Bingham:					
1st Mortgage.....	200,000	7	J. & D.	1885	...
West Philadelphia:					
1st Mortgage.....	100,000	7	J. & D.	1878	...



**Dayton and Michigan Railroad.**

The income of this company for the year ending March 31, 1876, was as follows:

From passengers.....	\$335,574 38
" freight.....	677,792 45
" mails and express.....	40,053 05
" miscellaneous.....	1,937 53
" Toledo elevator.....	19,114 91
" rents from real estate.....	4,912 59
	<b>\$1,079,384 91</b>

**Expenses, viz:**

Transportation.....	\$649,916 23
Taxes.....	49,877 94
Interest on bonds.....	188,405 14
Dividend on common stock.....	85,099 74
Dividend on preferred stock.....	102,728 00
	<b>1,026,027 05</b>

Net earnings for Cincinnati, Hamilton and Dayton Railroad Co. .... **\$53,357 86**

There has been expended for construction and other items, the following amounts, viz:

Construction.....	\$7,897 15
Real estate.....	400 00
Bonds redeemed by sinking fund.....	15,000 00
Bonds converted into preferred stock.....	9,000 00
Locomotives.....	10,200 00
Individual accounts.....	14,450 00
	<b>\$56,947 15</b>

**From the following sources, viz:**

Cincinnati, Hamilton and Dayton Railroad Company.....	\$48,160 00
Stock interest.....	337 15
Preferred stock.....	8,000 00
Profit and loss.....	450 00
	<b>\$56,947 15</b>

Total, as above..... **\$56,947 15**

**BALANCE SHEET, March 31,**

	1875.	1876.
Construction.....	\$5,688,787 56	\$5,691,684 71
Right of way.....	108,711 05	108,711 05
Real estate.....	278,194 20	278,594 20
Rolling stock.....	765,256 12	775,456 12
Lima shop equipm't.....	12,145 31	12,145 31
Bills receivable.....	129 00	129 00
Individual accounts.....	1,179 00	15,629 00
Profit and loss.....	146,058 69	145,608 69
Preferred stock fund.....	76,643 28	77,443 28
	<b>\$7,072,104 21</b>	<b>\$7,105,401 36</b>
Capital stock.....	\$2,400,730 68	\$2,401,067 83
Preferred stock.....	1,278,000 00	1,286,100 00
1st mortgage bonds.....	1,855,000 00	1,846,000 00
2d mortgage bonds.....	441,000 00	428,000 00
3d mortgage bonds.....	356,000 00	356,000 00
Toledo Depot bonds.....	105,500 00	105,500 00
Income bonds.....	300 00	300 00
C., H. & D. R. R. Co.....	473,930 25	522,090 25
Gain, on bonds converted into stock.....	161,543 28	162,843 28
	<b>\$7,072,104 21</b>	<b>\$7,105,401 36</b>

President—FREDERICK H. SHORT.

Vice President—GEO. T. STEDMAN.

Directors—Rufus King, H. D. Huntington, F. H. Short, George T. Stedman, Joseph H. Rogers, Oliver Perin, Samuel Fosdick, Henry Lewis, C. B. Marsh.

General Superintendent—LEWIS WILLIAMS.

Assistant Superintendent—JOHN H. WELLER.

Secretary and Treasurer—C. B. MARSH.

The Galveston News says the Texas and Pacific Railway Company, to prevent forfeiture of charter, are working to complete two gaps in that road by the middle of August. These are the thirty miles west of Dallas, Texas, between Eagle Ford and Fort Worth, on the main east and

west line, and the ninety-two miles on the Fort Worth and Northeastern branch, or transcontinental branch, between Paris and Sherman.

**The Severed Axle.**

There is at the present time, at the office of Henry Small, Esq., on Duke street, the model of an invention which is destined to produce a revolution in railroad travel, making a higher rate of speed attainable without risk, avoiding all friction from the impingement of car wheels on the outer rail in curves, saving the consequent wear of the rails, and accomplishing more work with less motive power.

As with all great inventions, the principle is very simple, being merely that of a severed axle, with the box in the center of the truck. The wheels work independently of each other, each wheel traversing the exact length of the rail on which it runs and avoiding all impingement and friction. It is the invention of Mr. John M. Brosius, and its immense saving in motive power, attainable speed, safety, and wear and tear of rails is at once apparent to the most unskilled and unmechanical eye.

It has been endorsed by the master mechanic of the Richmond and Danville Railroad as being superior to any severed axle truck made, in percentage of saving, in curvature, lessening of resistance and nonclaxination of rails. When metal is not flawed, the primary cause of breakage of axles, a great source of accident on our roads, is the crystallization produced by twisting in the impingement of the straight axle wheel on curves. The axle in general use on railroads is the rigid axle, both wheels being secured to the axle and revolving with it; as a result, when the car is run on a curve, the wheels on the inside rail describing a smaller portion of a circle, require fewer revolutions than the outside ones, thus one of the two wheels must drag or slip on the rail, and the great friction or pressure thrown upon one of the rails causes both a waste in motive power, and material, and wherever there are curves in a road the wear and tear of rails and wheels form a large item of expense. All this has been obviated by Mr. Brosius, by severing the axle of his wheels so that each wheel revolves independent of the other, thus making the exact number of revolutions required by the segment of the circle which it traverses, doing away with all dragging or slipping, and the consequent loss. Nor are these the only advantages pertaining, the truck can be changed from a freight to a passenger car truck, simply by changing the spring for an elliptic spring. The difficulty has been in the past to sever the axle in such a manner that it would remain as strong and compact as the rigid axle. This Mr. Brosius has accomplished in his patent axle and truck, by the ingenious manner in which he joins the separate portions of his axle, not only retaining all the advantages of the rigid axle, but actually rendering his much the stronger, and less liable to break. We are glad to state that the trucks of this kind are being built at the car shops of Billmeyer & Smalls, at this place, for use between York and Baltimore.—York (Pa.) Dispatch.

It is stated that the holders of \$11,000,000 out of \$15,000,000 first mortgage, and of \$10,900,000 out of \$12,181,000 seven per cent bonds of the Chesapeake and Ohio Railroad, have given their assent to the plan of reorganization presented some time since. The foreclosure suit is progressing, and a decree of sale will probably be reached during the Summer or early in the Fall. It is further stated that the road is being economically managed, and the earnings are steadily increasing.

At the annual meeting of the New York and Canada Railroad Company, held on the 20th inst., the following Board of Directors was elected for the ensuing year:—Isaac V. Baker, Thomas Deckon, Legrand B. Cannon, A. A. Low, R. G.

Monlton, C. F. Norion, W. W. Cook, J. C. Hart, Andrew Williams, C. F. Young, James Roosevelt, James M. Halstead and James B. Taylor. Mr. Isaac V. Baker was elected President.

**The Coal Trade.**

Our report, published to-day, of the anthracite coal trade, covers the first week of the total suspension of coal production, as agreed upon by the six great producing and coal carrying companies. The time is for the week ending on the 10th instant. The Reading Railroad Company reports a very low tonnage for the week named, and all of the companies show a greatly reduced amount. The aggregate for the week foots up only 141,745 tons, against 858,811 tons for the corresponding week last year, showing a decrease of 212,066 tons. The total amount of anthracite mined for the year is 6,584,174 tons, against 5,722,864 for same period last year, an increase of 811,810 tons. The quantity of bituminous coal sent to market for the week was 95,186 tons, against 102,936 tons for corresponding week last year, a decrease of 7750 tons. The whole bituminous tonnage from the beginning of the coal year is 1,446,227 tons, against 1,444,944 tons in corresponding time last year, a decrease of 1383 tons. The total tonnage of all kinds of coal for the week is 236,931 tons, against 456,747 to corresponding date last year, a decrease of 219,816 tons, and the total tonnage for the coal year is 7,980,401 tons, against 7,167,808 tons to same date last year, an increase of 813,093 tons. The quantity of coal and coke carried over the Pennsylvania Railroad the last nine days of May was 145,656 tons, of which 121,856 tons were coal and 23,802 tons coke. The total carried this year is 1,774,538 tons, of which 1,460,152 were coal and 314,444 coke. This total embraces all the coal carried over the road, east and west. At Port Richmond for the week ending on the 17th instant there were receipts of 87,500 tons of coal and shipments of 25,000 tons, leaving 184,000 tons on hand. We continue to quote freight charges to New York at 70 cents, Providence at \$1 20@ \$1 25, and to Boston at \$1 25@ \$1 30 per ton. At Perth Amboy for the week ending on the 10th instant the receipts of coal were 12,134 tons and the shipments 19,109 tons, leaving 79,834 tons on hand. Freight to New Haven, 60 cents; Hartford, 95 cents; Boston, \$1.—Phila. Ledger, June 19.

**Valley (Va.) Railroad.**

A preliminary lease from the Valley Railroad Company to Wm. Milnes, Jr., president of the Shenandoah Valley road, has been signed and was forwarded yesterday to Judge Sheffy, counsel for the Valley Company, at Staunton, Va. Before the lease can be consummated, a formal lease signed and the road turned over to Mr. Milnes, the law requires its ratification by the stockholders of the Shenandoah Valley Company, they not having vested their president with authority to lease the road. Mr. Milnes stated that he had called a meeting of the stockholders to take place at Winchester, Va., in thirty days, to consider and act upon the lease. The preliminary contract leases the Valley road to Mr. Milnes by the month, at \$2,000 per month, when the conditions contained in the resolutions adopted by the Valley directors are complied with, and allows Mr. Milnes, at his own suggestion, ten days to place the necessary rolling stock and equipment on the road, which is to be held as security. Time has been allowed in the preliminary lease for calling a meeting of the stockholders of the Shenandoah Valley Company before consummating the formal lease.—Balt. Sun, June 20.

The Boscobel (Wis.) Press says that the builders of the narrow gauge track between Richmond Center and Lone Rock, on the Chicago, Milwaukee and St. Paul Railway, are very much elated over the trial trip made over about eight miles of the road now completed. The wooden track proves to be a success.



**Cincinnati, Richmond and Chicago R. R.**

The receipts of this company for the year ending March 31, 1876, were as follows:

From passengers .....	\$78,879 56
" freight .....	134,704 77
" mails and express .....	12,857 89
" miscellaneous .....	174 54

Expenses:

Transportation .....	\$164,605 29
Taxes .....	4,431 32
Interest on bonds .....	43,120 00
General interest .....	730 46
	<hr/> 212,886 77

Net earnings for the year ..... \$8,229.79  
—which has been applied to the reduction of balance due Cincinnati, Hamilton and Dayton Railroad Company, which at date of last report amounted to \$16,498 19, and now stands at \$8,268 40.

BALANCE SHEET, March 31,	
1875.	1876.
Construction .....	\$826,733 29
Equipment .....	184,551 98
Real estate .....	700 00
Profit and loss .....	17,782 92
	<hr/> \$1,029,768 19
Capital stock .....	\$882,600 00
1st mortgage bonds .....	560,000 00
2d mortgage bonds .....	65,000 00
Interest on bonds un-	
claimed .....	5,670 00
C. H. & D. R. R. Co. .....	16,498 19
	<hr/> \$1,029,768 19

	\$1,029,768 19	\$1,022,168 40
Capital stock .....	\$882,600 00	\$882,600 00
1st mortgage bonds .....	560,000 00	560,000 00
2d mortgage bonds .....	65,000 00	65,000 00
Interest on bonds un-		
claimed .....	5,670 00	6,300 00
C. H. & D. R. R. Co. .....	16,498 19	8,268 40
	<hr/> \$1,029,768 19	<hr/> \$1,022,168 40

**President.**—FREDERICK H. SHORT.  
**Vice President.**—Geo. T. STEDMAN.  
**Directors.**—F. H. Short, Rufus King, Oliver Perrin, Geo. T. Stedman, Samuel Fosdick, D. H. Huntington, Henry Lewis, Joseph H. Rogers, E. W. McGuire.  
**General Superintendent.**—LEWIS WILLIAMS.  
**Secretary and Treasurer.**—C. B. MARSH.

**Franklin Telegraph Co.**  
An adjourned meeting of the stockholders of this company was held in Boston on the 15th inst. The business before the meeting was to hear the report of the committee, Messrs. Frank B. Cotton and John R. Duff, who were appointed at the meeting on June 8, with full powers to negotiate and execute a lease of its property to the Atlantic and Pacific Telegraph Company for a term of ninety-nine years; the company having agreed with the representatives of the Atlantic and Pacific Telegraph Company upon a basis of a lease.

The committee reported in favor of the lease, the main points of which are that the Atlantic and Pacific Telegraph Company assume all the debts of the Franklin Company, past, present and for the future, paying to the latter company a dividend of \$2 50 per share annually, or \$1 25 per share semi-annually.

The report was accepted and the lease ratified.

The incorporators of the Nova Scotia and Atlantic Railway Company met in Halifax on the 16th inst., and regularly organized the company. Thomas G. Stearns was elected President. Ten per cent of the capital was subscribed and paid up by those present, for themselves and other New York capitalists, amounting to \$127,000. The road will run from Middletown, in Annapolis, to Lunenburg. Col. John E. Gowan, of New

York, with a staff of engineers, is now engaged locating the line.

In San Francisco, on the 20th inst., in the case of A. Calote, stockholder of the Central Pacific Railroad Company against that company, Judge Morrison of the Fourth District Court rendered a decision enjoining the directors of that company from using its money to pay interest on the bonds of the California Pacific Railroad Company, to the amount of \$1,600,000, endorsed by the Central Pacific Company. In the decision Judge Morrison gives it as his opinion that the guarantee of bonds by the Central Pacific Company is illegal, and not binding on the corporation.

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THE PRACTICE OF THIS OFFICE IN REGARD to rejected applications is changed. Instead of as heretofore taking a copy of the official letter of rejection, and invariably sending the original to the client, and inviting suggestions to aid in urging the case, I now, unless instructed to the contrary, proceed at once to give it attention and argue or amend.

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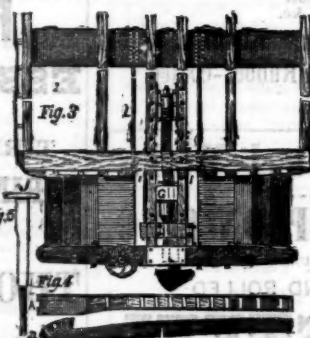
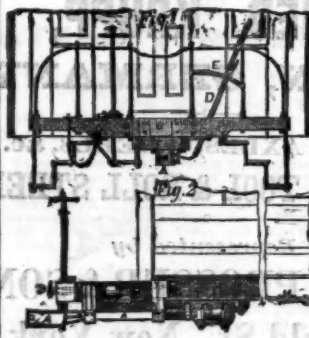
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